

UP. R.
APR 3 1917

ДАЙВИНГ СЛОВЯНСКИЙ

AMERICAN RAILROAD JOURNAL.

ENGINEERING, BANKING, MINING, MANUFACTURES.

Second Quarto Series. Vol. XXXV., No. 6.—Whole No. 1712. Vol. XLII.

JOHN H. SCHULTZ, PUBLISHER AND PROPRIETOR.

UNION CAR SPRING

Manufacturing Company,

OFFICE 132 BROADWAY,

Factory 286 and 288 Seventh Avenue, New York.

PATENT CUSHIONED STEEL SPIRAL SPRINGS.

A LARGE VARIETY OF PATTERNS ON HAND FOR

BEARING AND BUFFER SPRINGS,

FOR PASSENGER AND FREIGHT, BOX, PLATFORM, COAL
AND ORE CARS.F. W. RHINELANDER,
President.BERTRAM THORPE,
Sec'y and Treas.

M. K. Jesup & Company,
BANKERS AND MERCHANTS,
12 PINE STREET.
NEGOTIATE
Bonds and Loans for Railroad Companies.
CONTRACT FOR
Iron or Steel Rails, Locomotives, Cars, etc.
AND UNDERTAKE
All business connected with Railways.

A. C. Downing & Comp'y,
[FORMERLY SCHANCK & DOWNING,]
Importers of and Dealers in
FRENCH WINDOW,
COACH, CAR & PICTURE GLASS.
—ALSO,—

Colored, Cut & Ornamental Glass.
Rough Plate Glass for Floors
and Skylights.
Glaziers' Diamonds, Points, &c.

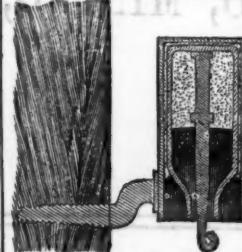
77 & 79 FULTON STREET,
NEW YORK.

HARRISBURG FOUNDRY
—AND—
MACHINE WORKS,
(Branch of Harrisburg Car Manufacturing Co.)
HARRISBURG, PENN.,

MANUFACTURERS OF
MACHINISTS' TOOLS,
SUCH ASLathes, Planers, Shaping and Slotting
Machines, Bolt Cutting
and Nut Tapping Machines, etc.

W. T. HILDRETH, Treasurer.

THE BROOKS'
Patent Paraffine Insulator
WORKS,
No. 22 South Twenty-first Street,
PHILADELPHIA.

To RAILROAD COMPANIES
of their telegraph departments it is of great value.**GUEST & CO.,**

MANUFACTURERS OF

IRON & STEEL RAILS

Agents for the United States

Perkins, Livingston & Post,**68 Broadway.****J. PITTSBURGH**
CAST STEEL SPRING CO.,MANUFACTURERS OF
EXTRA TEMPERED LIGHT ELLIPTIC
CAST STEEL SPRINGS,

For R. R. Cars and Locomotives, from best Cast Steel.

A. FRENCH, Superintendent,

OFFICE No. 405 Liberty street.

PITTSBURGH, PA.

Orders received by

HUSSEY, WELLS & CO.,
30 Gold street, N. Y.

Railroad Track Scales,
And every variety of Smaller Scales
MADE UNDER THE SAMPSON PATENTS,
AND FOR SALE BY
THE SAMPSON SCALE COMPANY,

No. 240 Broadway, N. Y.

ARE SUPERIOR TO ALL OTHERS in sensitiveness, simplicity, rigidity, accuracy, durability, compactness, facility and exactness of adjustment, and adaptability to any location. The knife edges are subject to no perceptible friction, and the scale may be made of any length or width to suit the purchaser. The weighing-beam may be in any position on either side of, at any distance and in any direction from the Scale. A very shallow excavation only is necessary for erecting the Scale. The parts are all small but strong and easily handled. The main or supporting levers in the Railroad Track Scale are only 12 $\frac{1}{2}$ inches in length, and cannot bend or spring.

J. S. KENNEDY & CO.,
41 Cedar St., New York.

IMPORTERS AND DEALERS IN
IRON and STEEL RAILS of best English brands;
also, OLD RAILS, and all kinds of SCRAP IRON,
wrought and cast, suitable for remanufacture. A supply
of NEW and OLD RAILS constantly ON HAND.

Sole Agents in the U. S. for the

BOWLING IRON CO.

Manufacturers of IRON and CRUCIBLE CAST
STEEL TYRES, AXLES, BOILER PLATES,
CAST STEEL FIRE BOX PLATES, &c.

Sole Agents in the United States for the

West Cumberland Hematite Iron Co.,

Manufacturers of BESSEMER PIG IRON specially adapted to the manufacture of BESSEMER STEEL; also FOUNDRY and FORGE IRON of superior quality. Supplies of these irons always on hand. GENERAL RAILWAY AGENTS and COMMISSION MERCHANTS, Railroads and Contractors furnished with supplies and materials. RAILROAD STOCKS, BONDS and other securities bought and sold, advances made on consignments of Railroad Iron and Metals.

M. B. WASHBURN,

Manufacturer and Dealer in

RAILWAY SUPPLIES.

Sole Manufacturer of
WASHBURN'S Patent Car Ventilator.
137, 139 & 141 Elm St., New York

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE, ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXV., No. 6.]

SATURDAY, FEBRUARY 6, 1869.

[WHOLE NO. 1,712, VOL. XLII.

MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

PRINCIPAL CONTENTS.

Improvement of the Telegraph	145
Richmond and Danville Railroad	145
Supreme Court Decisions	169, 147
Railroad from St. Louis to Galveston	147
Imports of Dry Goods	148
Tea Trade of the United States	148
Exports of San Francisco	148
Columbus, Chicago and Indiana Central R. R.	149
Atlantic and Great Western Railway	149
Columbus and Xenia Railway	149
Railroad Earnings	151
Dividend and Interest Tables	150, 153
Railroad Share List	153
Stock Exchange and Money Market	165
Rockford, Rock Island and St. Louis R. R.	167
Receipts and Shipments of Freight at Buffalo by the Erie Canal	168
Coffee Trade of the United States	168
Journal of Railroad Law	168
Non-Resident Aliens not required to pay Federal Taxes—Decision of the U. S. Supreme Court	169

American Railroad Journal.

New York Saturday, February 6, 1869.

Improvement of the Telegraph.

One of the great drawbacks heretofore in the efficiency of the Telegraph has been defective insulation. To work a circuit that is free and clear of escape is always an agreeable and pleasant occupation, while operating one that is ever changing and requiring continued adjustment of magnets is one of the most annoying and patient trying. Many of our railroads have improved their telegraphs during the past season by the use of the Brooks Insulators. With this invention much of the time formerly spent in adjusting the magnet can be devoted to other, and clerical duties, besides the liability to error is infinitely lessened. The galvanometrical tests and measurements of the amount of leakage show not as much escape over a line of one hundred miles in length, where the Brooks Insulators are used in a very wet day as over one insulator of the ordinary kind, and that there is more leakage over the ordinary insulator in a clear frosty day than over the Brooks in the most humid weather.

Richmond and Danville Railroad.

The earnings of this road for the fiscal years ending September 30, 1867 and 1868, were as follows:

	1866-'67.	1867-'68.
From passengers	\$200,428 91	\$182,650 68
" freight	399,500 93	363,000 92
" express freight	23,544 15	18,911 54
" U. S. mail	18,072 58	18,462 48
" telegraph line	3,115 66	994 82
	\$639,662 23	\$574,020 89

The ordinary expenses were:

Repairs of road	\$102,751 47	\$98,898 02
" bridges	9,287 41	11,837 01
" buildings	5,691 66	5,537 45
" locomotives	17,646 64	17,122 07
" cars	22,575 01	28,699 29
" machinery	4,795 26	4,274 14
Passenger train exp	21,001 27	17,982 04
Freight train expenses	23,762 62	23,081 24
Fuel account	30,657 07	31,775 27
Oil, tallow and waste	5,025 18	3,977 75
Depot expenses	47,910 85	47,373 23
Telegraph expenses	7,254 14	4,253 85
Miscellaneous exp	20,230 85	23,953 99
Losses and damages	9,649 88	6,191 24
Salaries of officers, etc.	15,778 01	17,750 10
Insurance	6,070 06	6,123 68
Internal revenue tax	9,363 82	6,099 82
	\$359,451 19	\$354,929 69
Earnings less expenses	\$280,211 04	\$219,090 70

The extraordinary expenses of 1866-'67, not included in the above, were \$128,618 44—making the total expenses for that year \$483,069 68. The expenses of 1867-'68, as above stated, include the following amounts on extraordinary account:

New depots and fixtures to replace those destroyed during the war	\$8,119 94
New rails, spikes, chairs, and labor re- laying track	16,149 85
New bridges	804 28

Total \$25,074 07

It will be seen that the total expenses of the past year are less than the ordinary working expenses of the previous year by \$4,521 50; and are less than the ordinary and extraordinary expenses of that year combined by \$128,139 94. The net earnings, therefore, notwithstanding a falling off of \$65,641 84 in the gross receipts, show an increase of \$62,498 10. The President in his report says:

The usual and necessary improvements of track

and roadway have been effected, maintaining the progress heretofore made towards the restoration of the line to that standard of thorough repair which is regarded indispensable to its safe and economical operation. About 90,000 cross ties have been put on the line during the year, being about 20,000 more than the average quantity ordinarily required for the same period. About three miles of new rail have been put down during the year east of Powhatan station, and the track materially repaired on various other sections of the road. The large and costly Howe truss bridges erected since the war over the James, Appomattox, Roanoke, and Staunton Rivers, which have heretofore remained uncovered on account of the company's limited resources, have, during the present fall, been put under cover, and will in a few weeks be entirely protected, and in a condition of completeness and safety. Heavy trestles have been replaced at Belle Isle, the State Line, and other portions of the work. The depots and fixtures along the entire line south of Richmond have been refitted, refurnished, and improved to a condition adequate to the wants of the business everywhere.

Additional sheds and depot facilities at Richmond have been made; with some further extension of these as recommended by the Superintendent in his report, further expenditure in depot construction need not be made until such time as the convenience of the company will allow it.

In reference to the financial interests of the company, the Board are gratified to be able to present to the stockholders a much more satisfactory condition than has existed at any time since the reorganization of the company after the war.

The large and oppressive floating debt which was found to exist, and which had to be made active, has been nearly all paid or funded in the permanent securities of the company. The policy heretofore inaugurated by the Board, with the assent of the stockholders, of the conversion of the old funded debt in its different forms, and of the new floating debt into a single first mortgage consolidated debt, has been successful to a most satisfactory extent. The new consolidated security having nearly absorbed the entire liabilities intended to be embraced by it; thus relieving the company not only from the high rates of interest which it was compelled to pay upon its large floating liabilities as they then existed, but what is of greater consequence to the stockholders, permanently securing its credit from that perilous exposure which it necessarily suffered in every monetary panic under the burden of current demands of so large an amount.

Under directions of the Board and the personal supervision of the President, sales of the new consolidated bonds were effected in the early part of the year to an amount which, together with

the business income of the road, enabled the company to sink its floating debt to a sum manageable at the pleasure of the company; the balance on account of bills payable and receivable, as appears from the Auditor's report, being on the 30th day of September, 1868, \$47,979, so that for some months past the company has been fully, and it is hoped forever, relieved from the dangerous necessity of dependence upon the current market as a borrower of large sums upon its own securities, as collaterals, involving the risk of great loss from unforeseen pressures, and even of insolvency from combinations against its credit. The aggregate amount of these bonds issued and disposed of for this purpose, is \$760,500, at rates averaging from 64 to 70.

The general result to the company's credit from this permanent adjustment of its liabilities, effected as it has been under circumstances of almost unparalleled difficulty, has been to establish a fixed market demand for its securities as desirable investments, and sensibly to strengthen the demand for the stock also. The arrearages of annuity to the State which the company have been unable heretofore to touch since the war, accumulated from the first day of January, 1865, to the first day of July, 1868, inclusive, amounted to the sum of \$168,000; of which during the present year and up to the present time, \$126,000 has been satisfied by payments from the business income of the company.

The following statement is intended to represent a complete exhibit of the financial condition of the company at the close of the present fiscal year:

For Funded Debt:	
Consolidated first mortgage bonds	
issued	\$1,706,500 00
Guaranteed and other mortgage bonds convertible into same	251,700 00
Bonds to Roanoke Valley Railroad not mortgaged	160,800 00
Annuity to State of Virginia of \$42,000, to run until 1887, 2d mort.	
	<hr/>
	\$2,119,000 00

For Unfunded Liabilities:	
Bills payable	\$52,491 21
Amount due for old dividends	7,983 99
Interest due on part of mortgage bonds uncalled for	56,621 22
Balance due State of Virginia on account of unpaid annuity	56,778 79
	<hr/>
	173,870 21
	<hr/>
	\$2,292,870 21

Less—	
Cash on hand Sept. 30, '68. \$9,047 08	
Bills receivable	4,512 21
Balance due from Piedmont Railroad Co.	186,263 01
Balance due company on sundry accounts, per ledger	27,692 17
Balance due from State of Virginia on subscription	11,401 50
	<hr/>
	238,915 97

Balance of debt to date. \$2,053,954 24

To which may be properly credited:	
The present value of 186 shares in the Richmond and Danville Railroad Company now held by the company	\$8,360 00
14,885 shares of stock in Piedmont R. R. Co.	1,488,500 00
	<hr/>
	1,491,860 00
	<hr/>
	\$562,094 24

It will be observed, that notwithstanding the aggregate tonnage has increased 7,041 tons over

that of last year, the gross earnings from tonnage have decreased \$36,500.

This results from the reduction of the tariff of tolls that went into effect on the first of March, 1868. It will be remembered that at the meeting of stockholders in December, 1866, a committee was appointed to take into consideration the subject of tariff charges, and report to the next annual meeting.

This committee submitted their report at the meeting of December, 1867, urging a further reduction of rates, which was adopted. In compliance with this expression of the wishes of the stockholders, the general rates were in March last materially reduced, as far at least as was deemed by the Board compatible with the important interests of the company, and with reference as a paramount consideration, to maintaining the income of the company at a standard of self-support.

The results of the year show, that the concessions thus required to be made for the relief of the country, have been carried as far as a prudent regard for the safety and good management of the company and its credit will allow. The existing rates compare favorably in cheapness and uniformity with any that have prevailed on the road at any period, and with those which now prevail on any well managed line in the South.

The condition of the country on which your road is dependent for earnings, in common with other sections of the Southern States, is anomalous and difficult, and its business consequently variable in character and reduced in amount; indeed, altogether incapable at present of its ordinary maximum production.

It is hoped and expected, that this state of things is soon to be exchanged for one of restored confidence and renewed energy in all the departments of industry.

This necessarily brings with it the fruits of increased business and income to your road. A review of the last three years shows a steady increase of the business of the company through each successive year, and this, notwithstanding the seasons have continued most unfavorable for the production of all the crops that largely make up your tonnage, except only tobacco; this alone has yielded something like its ordinary volume of business. The wheat tonnage has materially increased during the past year; of which however a large part has been drawn from Southwest Virginia and Tennessee, out of which this road receives only a short and cheap transportation.

The indications are, that with a return of the ordinary seasons, the wheat tonnage of the line will be heavily and permanently increased. During the past fall a much larger surface has been seeded in the country tributary to your road, and more attention bestowed on the character of the seed and other circumstances, which give promise of the usual profitable yield. From the enlarged district of country now drained by the line, extended as it is for fifty miles in the State of North Carolina, the wheat transported over this road to the city of Richmond should not be less than 500,000 bushels in a season of ordinary fruitfulness of this important cereal. In 1867, the entire wheat transportation was 53,338 bushels, and during the past year 163,738 bushels. It is hoped that this amount will be more than doubled in the business of the ensuing year.

The Piedmont road is continued to be operated under lease to this company, on the same terms and in the same manner as heretofore reported to and approved by the stockholders. No reason exists for the interruption or modification of this arrangement, and its continuance is therefore recommended. The business derived to the company through the connections of the Piedmont road has not as yet approximated the proportions and value which must ultimately be realized from it. The causes which have retarded it are being constantly removed, and, as far as practicable, through the co-operation of this Board. Success in developing these connections is of paramount importance to your interests in the future. When developed, their value to this road cannot well be

computed. Details of the prospects in this regard cannot be appropriately here given; but it is not doubted that, under the policy being pursued by the Piedmont Company, in connection with other lines South having a common interest with us, the day is not remote when the Piedmont line will yield an immense contribution as well to your tonnage as your travel.

Within a few weeks past the Richmond and York River Company have resumed active work in replacing their track between the White House and West point, with every prospect of ability to continue it to completion up to West Point, within a reasonably short period. With this prospect, the mutual interests of both companies require that a track connecting their respective depots shall be built. Under authority heretofore conferred by the stockholders, the Board of this company have agreed to construct such connecting track, with a view to continuous transportation over the two roads, both being now of corresponding gauge. Preliminary surveys have been made, and it is deemed the interest of this as well as of the York River Company, that this work shall be commenced at once. Its value and importance to us need not be at present further enforced.

In roadway, buildings and equipment, the entire line from Richmond to Greensboro' may now justly be said to be in a condition of thorough efficiency for service, and capacity for economical operation. What is now wanted is business—more tonnage and more travel. To secure this, an intelligent management will direct its best energies.

In respect of local and wayside business, there is every reason to expect that the supporting country will continue to afford an increase of contributions in a ratio greatly accelerated over that of the last two years. Industry of almost every kind is getting into better organized and more successful operation. Population and capital from adjacent and foreign States have commenced their long desired advent and settlement among us; and as the cloud of disordered politics passes away, the light of renewed confidence, free circulation of capital, and hopeful energetic enterprise reappears, with its invariable sequel of general prosperity and content.

In respect of foreign or through business, your line is entitled by position to a still more rapid growth. To develop it in its natural and legitimate proportions, no practicable effort has been spared during the last three years. Much has been accomplished towards ultimate success; but much yet remains to be done. The magnitude of the interests at stake should allow no remission of effort. The recent opening of the Columbia and Augusta road from Columbia, South Carolina, to Graniteville, a point on the South Carolina road, twelve miles east of Augusta, has already given you the short line by about 70 miles between Southern and Central Georgia, and adjacent localities, and Richmond, and the Northern cities. When so organized as to give this line a fair competition for the travel, this improvement must afford a valuable accession to your business.

But a still more important development to us is the Air Line road between Atlanta, Georgia and Charlotte, North Carolina. This work is rapidly assuming, in the public regard, its just proportions of a great inter-state enterprise of immense value and importance to great and vital interests, both local and general. These most reasonably look to its construction with increasing interest, as destined to afford, with its connections—of which your line is a leading part—a channel of communication unrivaled in directness, grades and climate: one by which, not only are the trade relations of the great commercial centres of the North with the interior and remote South to be placed under new and most beneficial forms, but also a great interior development to be effected, and a grand trunk thoroughfare organized for six hundred miles, through the heart of the Piedmont Atlantic slopes—a country the most desirable for reasonable thrift and social happiness

that the white man has yet found on this continent.

This important work it is expected will soon be in active progress, and in such relations to this company as to secure forever your impartial access to the immense business it is destined at some time in the future to contribute to its eastward connections.

In conclusion, the Board think the period of poverty and extreme peril to your corporate interests has passed, and the dawn of a permanent and increased prosperity arisen. They have labored diligently to hasten its advent, and expect to rejoice with you in its noon tide beneficence.

The length of the Main Line between Richmond and Danville is 140.5 miles. Branch to coal yards at Rockett's 1.52 miles. Sidings and turnouts laid 11.25 miles. Total equivalent single track 153.27 miles. The length of the Piedmont Railroad (leased) from Danville, Va., to Greensboro, N. C., is 48.5 miles, or including sidings and turnouts (1.98 miles) 50.48 miles. Total length of main and branch line operated by company 190.52 miles. Total miles of iron, 203.75.

The company have 23 locomotives, 16 passenger, 6 baggage and mail, and 263 freight, etc., cars. Miles run with passenger trains, 188,898; with tonnage trains, 116,091; mileage on road service, 29,536—total, 284,520.

Total number of passengers carried, 85,662; do., carried one mile, 4,086,398. Average amount received per passenger per mile, 4.49 cents; average cost per passenger per mile, 3.28 cents. Aggregate miles run by all passenger, baggage and express cars, 639,969. Estimated weight of passenger trains, including passengers, etc., but exclusive of engine and tender, hauled one mile during the year, 9,595,212 tons. Earnings of do. per ton per mile, 2.188 cents; do., per mile run, \$1.50. Average expenses per mile run by passenger trains, 96.60 cents. Total earnings of passenger trains, \$210,024.65; expenses allotted to passenger transportation, \$134,171.93—net revenue from do., \$75,852.72.

Total number of tons of freight carried, 88,679; do., hauled one mile, 6,123,789. Average amount received per ton per mile, 6.05 cents; average cost per ton per mile, 3.60 cents. Aggregate miles run by all tonnage trains, 116,091. Estimated weight of tonnage trains, including freight, but exclusive of engine and tender, hauled one mile during the year, 17,765,987 tons. Earnings of do., per ton per mile, 2.04 cents; do., per mile run, \$3.12.68. Average cost per mile run by tonnage trains, \$1.90.15. Total earnings from tonnage, \$363,000.92; expenses allotted to freight for the year, \$220,757.76—net revenue from do., \$142,248.16.

Gross receipts per mile run by all trains, \$2.01.75; expenses, do., \$1.39.15—net earnings, 62.60 cents. Per cent. of expenses, including internal revenue tax on gross earnings, 61.8; per cent. of earnings, 38.2.

The receipts of the company from all sources, during the year (including \$9,172.85 from the previous year,) were \$922,460.12; and the disbursements, \$913,413.04—leaving a balance of \$9,047.08.

The following is a statement of receipts, disbursements and liabilities of the company from its organization, November 20, 1847, to September 30, 1868:

RECEIPTS.	
Capital stock.....	\$1,000,000 00
Loan of the State of Virginia redeemable in about 34 years from April 3, 1853, to Sept. 30, 1854, by payment of annuity of 7 per cent.	600,000 00
Bonds guaranteed by State of Va. due 1875 and 1878.....	161,600 00
Bonds extended, due 1863.....	8,000 00
Bonds 4th mort., registered, due '73	53,000 00
Bonds 4th mort., coupon, due 1875	15,000 00
Bonds for funding interest, due 1869 and 1876.....	14,100 00
Bonds consolidated mortgage, coupons, due 1875 and 1890.....	1,298,000 00
Bonds consolidated mortgage, registered, due 1875 and 1890.....	408,500 00
Bonds for Roanoke Valley Railroad Company, due 1869 and 1876.....	160,800 00
Transportation to Sept. 30, 1867.....	7,838,794.66
Transportation for the year ending Sept. 30, 1868.....	574,020 89
Liabilities:	
Interest due on bonds.....	\$56,621.22
Interest due Board of Public Works as ann'y	56,773.79
Dividends.....	7,983.99
Bills payable.....	52,491.21
Sundry accounts.....	44,568.93
	218,439.14
	\$15,350,254.19

DISBURSEMENTS.	
Increase of capital stock.....	\$2,000,000 00
Cost of road and property to 1868.	4,929,000 00
Cost of transporta'tn to Sept. 30, '67	5,277,429.43
Cost of transportation for the year ending Sept. 30, 1868, viz:	
Maintenance of roadway and real estate.....	\$118,985.75
Maintenance of mach'y	50,137.70
Operating expenses	174,954.10
Insurance.....	6,123.68
Internal revenue tax	6,099.32
Interest.....	148,328.83
Salary.....	17,750.10
Lease of Piedmont R. & W. 12 months.....	45,000.00
	567,379.48
Discount on bonds sold.....	230,127.63
Dividend account.....	480,123.10
Fund for redemption of loan of \$600,000.....	86,908.65
Company's stock.....	7,901.00
State of Virginia due on subscript'n	11,401.50
Piedmont Railroad Co. stock acc't.	1,488,500.00
Piedmont Railroad Co., balance due	186,263.01
Bills receivable.....	4,512.21
Sundry accounts, per ledger	72,261.10
Cash in banks.....	9,047.08
	\$15,350,254.19

President.—A. S. BUFORD.

Directors on the part of the State.—W. T. Sutherland, A. Y. Stokes, Thos. Branch. Directors elected by Stockholders.—Wood Bouldin, J. B. Edmunds.

Superintendent.—THOMAS DODAMEAD.

Secretary and Auditor.—JOHN D. BLAIR.

Treasurer.—E. A. BARBER.

Eastern Railroad.

At the annual meeting of this company held in Boston on the 1st inst., the following gentlemen were elected directors for the ensuing year: Geo. M. Browne, Samuel Hooper, Nathaniel Thayer, Franklin Haven, and Benjamin E. Bates, of Boston; Wm. L. Dwight, of Portsmouth; and Henry L. Williams, of Salem. The annual report of the directors was accepted, and placed on file, and a resolution passed authorizing the directors "to issue bonds to an amount not exceeding \$1,000,000, in conformity with the statute, for the pur-

pose of providing means to meet the indebtedness of the company."

Supreme Court Decisions.

We give elsewhere the opinion of Mr. Justice Nelson in the case of the Northern Central Railroad *vs.* Jackson. In this case the plaintiffs sought to exact from a non-resident alien holder of their stocks the five per cent. income tax imposed by the act of Congress, and a three mills tax authorized and imposed by the State of Pennsylvania, under an act of the Legislature consolidating a Pennsylvania corporation with a Maryland one. The Court held that the internal revenue act does not contemplate the payment of such a tax by non-resident foreign holders; and that the State of Pennsylvania did not have jurisdiction to impose the tax levied in this case, because the corporation was created under the laws of Maryland, and was therefore beyond her jurisdiction.

Mr. Justice Swayne delivered the opinion of the Court in the case of the Pacific Insurance Company *vs.* Frank Soule; on a certificate of division in opinion between the judges of the Circuit Court of the United States for the district of California. In this cause the Court held that it was the duty of the assistant assessors to reduce to their value in currency all returns made in coin, and that the person or the corporation making such return is liable to pay income tax on the amount thus rendered in currency, and that such income tax is not a direct tax, but a duty or excise, and as such obligatory and valid.

In the New York Bank cases, the opinion of the Court was delivered by Mr. Chief Justice Chase. In this cause the Court held that certificates of indebtedness and United States notes or greenbacks, are binding obligations of the Government, and are therefore "securities" in such a sense as exempt them from State taxation, thus reversing the decision of the Court of Appeals of the State of New York.

Railroad from St. Louis to Galveston.

The St. Louis *Republican* says that a proposition is on foot to give St. Louis a new southern railroad connection by building a railroad from St. James, near Rolla, on the southwest Pacific road, through Dent, Shannon, Texas and Howell Counties, in Missouri, thence by Cairo and Fulton Railroad survey, to Little Rock, Arkansas, and thence to Galveston. The authorities of the counties named have signified their willingness to make subscriptions of \$2,000 or \$3,000 per mile for the line in that State, and subscriptions are being circulated preparatory to organizing a company under the general railroad laws of the State. Such a road, even if it did not promise a through route to the Gulf, would still be of great importance to St. Louis in opening up a portion of the State, now without an outlet for its produce, as well as aiding the development of the iron deposits of Dent County, which are reported to be as rich as the famous ores of Iron Mountain and Pilot Knob. This new route will strike the Cairo and Fulton road near its northern terminus and follow it to Red River, whence it will branch off to Galveston; the prospective route of the Cairo and Fulton, which is but a link in the great International Pacific Railroad to San Blas on the Pacific coast, with a branch from the crossing of the Rio Grande to the city of Mexico.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of January, were:

ENTERED FOR CONSUMPTION.

	1868.	1869.
Manufactures of wool....	\$573,888	\$920,675
" cotton....	645,633	1,310,812
" silk....	1,011,850	1,467,814
" flax....	496,704	859,166
Miscellaneous dry goods..	482,027	508,866

Total entered for consump. \$3,160,052 \$5,066,883

WITHDRAWN FROM WAREHOUSE.

	1868.	1869.
Manufactures of wool....	\$485,651	\$599,617
" cotton....	387,824	361,290
" silk....	180,473	289,208
" flax....	438,948	580,131
Miscellaneous dry goods..	112,078	107,028

Total withdrawn from warehouse.... \$1,604,974 \$1,937,274

Add entered for consump. 3,160,052 5,066,883

Tot. thrown on the market.. \$4,765,026 \$7,004,107

ENTERED FOR WAREHOUSING.

	1868.	1869.
Manufactures of wool....	\$742,515	\$897,950
" cotton....	474,220	475,672
" silk....	285,623	487,172
" flax....	321,216	621,718
Miscellaneous dry goods..	135,733	111,670

Total entered for wareh'g.. \$1,959,807 \$2,594,182

Total entered for consump. 3,160,052 5,066,883

Total entered at the port.. \$5,119,859 \$7,661,015

The imports of foreign dry goods at New York for seven months from January 1st, were:

ENTERED FOR CONSUMPTION.

	1868.	1869.
Manufactures of wool....	\$9,195,939	\$9,590,551
" cotton....	4,578,045	5,942,329
" silk....	8,857,742	10,968,290
" flax....	8,920,755	5,123,781
Miscellaneous dry goods..	3,258,096	2,835,453

Tot. entered for consump. \$29,310,577 \$34,960,404

WITHDRAWN FROM WAREHOUSE FOR CONSUMPTION.

	1868.	1869.
Manufactures of wool....	\$7,919,569	\$7,256,930
" cotton....	1,774,648	1,381,304
" silk....	2,757,381	2,301,345
" flax....	2,699,641	2,390,460
Miscellaneous dry goods..	830,986	592,401

Total withdrawn from warehouse.... \$15,982,225 \$13,922,440

Add entered for consump. 29,310,577 34,960,404

Total thrown on the market.... \$45,292,802 \$48,882,844

ENTERED FOR WAREHOUSING.

	1868.	1869.
Manufactures of wool....	\$7,561,547	\$7,100,819
" cotton....	1,916,246	2,046,393
" silk....	2,410,205	2,855,613
" flax....	2,559,792	3,019,322
Miscellaneous dry goods..	725,350	694,474

Total entered warehouse. \$15,173,140 \$15,716,621

Add entered for consump. 29,310,577 34,960,404

Total entered at the port.. \$44,488,717 \$50,677,025

Imports of foreign dry goods at New York for the month of January.

Year.	Invoiced value.
1864	\$8,184,814
1865	2,350,635
1866	15,769,091
1867	11,928,872
1868	5,119,859
1869	7,661,015

Tea Trade of the United States.

The following statement of the Tea Trade of the United States for 1868, is from the N. Y. Shipping List:

Pounds
Greens. Pounds
Japans.

Stock in bond, Jan. 1, 1868. 3,383,012 1,756,156

Direct importations from China and Japan, including receipts via San Francisco from Jan. 1, 1868, to Jan. 1, 1869..... 14,341,011 7,211,286

Indirect importations (chiefly from England & Canada), same period..... 1,858,151 294,506

Total supply for 1868.. 19,582,174 9,261,948

Withdrawn from bond for consumption from Jan. 1, 1868, to Jan. 1, 1869..... 15,297,527 6,805,335

Leaving..... 4,284,647 2,456,613

Withdrawn for export and inland transportation in bond, same period..... 1,123,784 356,064

Leaving stock in bond, Jan. 1, 1869..... 3,160,863 2,100,594

Total supply 1867.... 19,026,466 6,731,497

Withdrawn from bond, for consumption in 1867.... 14,023,130 6,800,254

Withdrawn for export and inland transportation, in bond, in 1867..... 1,620,324 1,175,227

Pounds Total

Blacks. all kinds.

Stock in bond, Jan. 1, 1868. 3,820,381 8,959,209

Direct importations from China and Japan, including receipts via San Francisco, from Jan. 1, 1868 to Jan. 1, 1869..... 12,544,938 34,975,575

Indirect importation (chiefly from England & Canada) same period..... 575,051 2,727,708

Total supply for 1868.. 16,940,370 45,724,492

Withdrawn from bond for consumpt'n from January 1, 1868, to Jan. 1, 1869.. 11,245,272 33,248,184

Leaving..... 5,695,098 12,436,358

Withdrawn for export and inland transportation in bond, same period..... 704,140 1,183,988

Leaving stock in bond, Jan. 1, 1869..... 4,990,958 10,252,379

Total supply in 1867.. 17,052,619 45,810,472

Withdrawn from bond, for consumption to 1867.... 12,790,360 33,619,744

Withdrawn for export and inland transportation, in bond, in 1867..... 435,778 3,231,529

The Guaymas Railroad.

The American and Mexican Railway Company has had its concession renewed by the Mexican government. The bill was signed by the President on the 18th of January. This concession was revoked by President Juarez in 1866 under plea of non-fulfillment of terms on the part of the company. It was proven, however, before the Mexican Congress that the terms were fulfilled, and therefore the company is restored to its old footing. The route is two-thirds surveyed, and will run from Guaymas to Presidio del Norte, on the Texas frontier, making with any road that connects with it from the east, a shorter line to the Pacific by 400 miles than that to San Francisco.

Exports of San Francisco.

The exports of merchandise from San Francisco to domestic, Atlantic and foreign ports, during the year 1868, amounted to \$22,844,235, making a total since January 1, 1848, of \$165,369,926. The exports of treasure for the past year amounted to \$36,358,096, making a total since January 1, 1848, of \$897,968,267. Adding merchandise and treasure, the exports for the 21 years ending December 31, 1868, reach the enormous aggregate of \$1,063,338,193. The details for each year have been as follows:

Merchandise.	Treasure.	Total.
1848-50* \$2,000,000	\$66,000,000	\$68,000,000
1851..... 1,000,000	45,989,000	46,989,000
1852..... 1,500,000	45,779,000	47,279,000
1853..... 2,000,000	54,965,000	56,965,000
1854..... 2,500,000	52,045,633	54,545,633
1855..... 4,189,611	45,161,781	49,351,342
1856..... 4,270,516	50,697,434	54,967,950
1857..... 4,369,758	48,976,692	53,346,450
1858..... 4,770,163	47,548,026	52,318,189
1859..... 5,533,411	47,640,462	53,173,873
1860..... 8,532,439	42,325,816	50,858,355
1861..... 9,888,072	40,676,758	50,564,830
1862..... 10,565,294	42,561,766	53,127,055
1863..... 13,877,399	46,071,920	59,949,319
1864..... 13,871,752	55,707,201†	68,978,953
1865..... 14,554,180	44,426,172	58,980,302
1866..... 17,281,848	44,365,668	61,640,516
1867..... 22,421,298	40,671,797	58,093,095
1868..... 22,844,235	36,358,096	59,202,331

Totals. \$165,369,926 \$897,968,267 \$1,063,338,193

* Estimated. † Including \$5,000,000 duties on imports on Government account.

Imports of General Merchandise.

The following is a comparative statement of the imports of a few leading articles of general merchandise, other than Dry Goods, at New York, from foreign ports for the years:

1867.	1868.
Books.....	\$929,167 \$1,111,115
Buttons.....	1,557,005 1,590,313
Cheese.....	218,489 233,018
Chinaware.....	656,717 571,470
Cigars.....	493,350 669,262
Coal.....	567,699 369,195
Coffee.....	14,433,119 15,925,976
Cotton.....	76,865 113,521
Earthenware.....	2,230,305 1,820,819
Furs.....	2,251,629 2,525,090
Glassplate.....	944,289 947,306
India rubber.....	2,400,349 1,902,691
Indigo.....	487,979 834,596
Leather and dried skins.....	4,493,680 4,034,447
Undressed do.....	9,182,298 8,052,681
Brandy.....	350,512 452,081
Whiskey.....	50,515 98,196
Copper.....	54,144 43,382
Iron, bars.....	2,436,417 2,558,712
Iron, pig.....	1,024,128 501,704
Iron, Railroad.....	2,149,685 4,094,569
Iron, sheet.....	634,467 350,443
Lead.....	2,217,311 2,286,218
Spelter.....	175,322 338,146
Steel.....	3,248,602 3,882,146
Tin and tin plates.....	5,794,094 6,023,759
Zinc.....	206,146 187,511
Molasses.....	3,936,006 5,090,436
Rags.....	1,854,432 1,403,510
Salt.....	429,055 422,942
Saltpetre.....	79,451 113,236
Sugar.....	18,845,192 26,969,044
Tea.....	10,507,346 10,683,755
Watches.....	1,990,369 1,904,272
Wines.....	2,468,466 1,303,160
Wool and waste.....	3,421,784 2,005,403

Rutland, Vt., has subscribed \$400,000 to the capital stock of the Woodstock Railroad Company.

Lease of the Columbus, Chicago and Indiana Central Railway.

This road has been leased in perpetuity to the Pan Handle Company and the Pennsylvania Railroad Company jointly. The terms are understood to be as follows: The lessees are to keep the Road in first class condition, and furnish all the equipment which may be required, without charge to the lessors. All through traffic is to be pro-rated over the Roads of the three companies; all taxes are to be first paid out of the gross earnings, and the balance of the gross earnings is to be divided, thirty per cent. to the Columbus, Chicago and Indiana Central Railroad Company, and seventy per cent. to the lessees, and the lessees guarantee that the minimum sum produced by the thirty per cent. each and every year, shall be not less than the interest on the entire bonded debt of the Columbus, Chicago, and Indiana Central Company—if in any one year it should be insufficient for that purpose, the lessees are to make up the deficiency without charge to the lessors. The lessees are also to provide for the sinking fund of the Columbus, Chicago and Indiana Central Company for the redemption of its bonds out of their own funds. All existing contracts of the Columbus, Chicago and Indiana Central Company, are assumed and guaranteed by the lessees, and the lease precludes any contract for a division of earnings between the Pittsburg, Fort Wayne and Chicago and Pan Handle Companies without the consent of the Columbus, Chicago and Indiana Central Company.

Lease of the Atlantic and Great Western Railway.

This indenture, made this 7th day of December, 1868, between the Atlantic and Great Western Railway Company, party of the first part, and the Erie Railway Company, party of the second part:

Witnesseth, That for the period of twelve years from this date, the party of the first part hath leased and rented, and by these presents doth demise, lease, and let unto the party of the second part, its successors and assigns, the railroad of the party of the first part, and all the land of the party of the first part, from and including Salamanca, in the State of New York, to and including the terminus at Dayton, in the State of Ohio, and at all points in any State or States between the termini of said railroad and all branches or leased lines of railroad which now are or may hereafter be in operation, including all equipment and property of every name and kind belonging to or in anywise appertaining unto said railroad and branches.

And also so much of the franchise and privileges of the party of the first part as may be necessary, or as are usually exercised in and about the operation of a railroad, or may be necessary for the construction, repair and improvement or for the operation of such railroad, or any extension of the same, or any branch or branches thereof, and to collect, demand, and receive tolls and emoluments thereof during said term; and all such franchises as are usually exercised by railroad companies in protecting and securing to itself the full use and enjoyment of such railroad either in the States of New York, Pennsylvania or Ohio.

The party of the first part reserves to itself the franchises of being a corporation and of keeping up its organization, and the right to defend and maintain suits, and to take all requisite steps for the protection of its rights as a corporation, and of its shareholders.

Said party of the second part paying, or causing to be paid, as and for rent of the aforesaid railroad property and premises, thirty per cent. of the gross earnings of said line and branches, as now, or hereafter in operation, and as hereby de-

mised, such payments to be made quarterly on the 15th days of April, July, October and January, at the office of the party of the second part in the City of New York.

And the party of the second part agrees that it will use all reasonable efforts to develop and increase thereby both the local and through business of the said demised railroad and branches.

And whereas, by a decree or order of the court of Common Pleas, in the County of Trumbull and State of Ohio, made in November, 1868, in the case of Samuel Gurney and others, against the Atlantic and Great Western Railway Company and others, the same decree or order in the same action being also made by the Supreme Court at Special Term of the State of New York, held at Buffalo on the 22d day of October, 1868; the same decree having also been made in the State of Pennsylvania; by which said orders and decrees it is provided that the debts of the Receiver in said action, as per schedule hereto annexed, must be paid before a delivery of the said railroad and its property can be made by said Receiver over unto the officers of the said Atlantic and Great Western Railway Company; and whereas the party of the second part has advanced and paid, said moneys as provided in said decree:

Now, therefore, the said party of the second part is, by these presents, placed in the stead of the said receiver, with the same rights to protect itself for the moneys thus advanced to pay the said receiver's debts, as the said receiver now has or could have, with all the rights, privileges and privities of the said receiver, to secure the said debts now paid by the party of the second part; and the said party of the second part hereby has a prior right, and a mortgage lien upon the said demised property and franchises of the party of the first part, to secure the party of the second part for the cash advance above mentioned.

Provided always, that if the rent above reserved, or any part thereof, shall remain unpaid for sixty days after any day of payment when the same ought to be paid as herein agreed, then and from thenceforth it shall be lawful for the parties of the first part, their successors and assigns, having first repaid the moneys advanced by the said Erie Railway Company as above specified into and upon the said demised premises and property of every kind, and every part thereof, absolutely to reenter and remove all persons therefrom, and the same to have again, repossess and enjoy as in their former state; anything herein contained to the contrary notwithstanding.

And thereupon this indenture, and all the provisions, herein contained and the estate herein created, are by these declared to be and the same shall be henceforth forfeited, and shall cease and determine, except so far as to enable the parties of the first part to collect the rent due or unpaid up to the time this indenture is so forfeited and determined; and also any damages the said party of the first part may sustain by reason of the failure of the party of the second part to perform this lease or any of its covenants; and the said parties of the first part may thereupon forthwith actually reenter and take and keep actual possession of the said demised premises and property, and each and every part thereof, without delay or legal process.

The said parties of the second part, and their successors, agree to pay, bear and discharge all taxes and assessments of every name and kind which may be lawfully levied, assessed, or imposed on said demised premises and property, or on the use or occupation thereof, or on the income the party of the second part may receive or derive therefrom, and have the parties of the first part harmless therefrom, and the demised premises and property from sale or forfeiture for the nonpayment thereof. The said second part will hereafter, at their own expense, maintain and keep in operating condition the said railroad, and everything therewith connected or which properly belongs to the said railroad of the party of the first part, using the same in a legal and proper manner, and doing all the acts for the preservation of the franchises, rights, property, and interest of the said

Atlantic and Great Western Railway which good faith, fair dealing, and the laws require.

And the said parties of the second part, their successors and assigns, hereby agree, that at the expiration or other sooner determination of the term hereby granted, they will surrender said railway with all the depots, stations, shops, grounds, buildings, structures, appurtenances, engines, machinery, equipments, and all other property hereby demised to them under and by virtue of this indenture, in as good state and condition as when they received the same; but the party of the second part is not bound to surrender or return any property to which the title of the party of the first part may have terminated, unless said title shall have been again invested in the party of the first part at its own expense.

And it is mutually agreed by the parties hereto, that if any difference of opinion shall arise as to the true intent and meaning of this contract, or as to any difference which may arise under it in any manner legitimately connected herewith, that all such questions, disputes, and differences shall be referred to three arbitrators, one to be chosen by the party of the first part, one by the party of the second part, and a third by the two chosen as aforesaid, and the decision of a majority of said arbitrators, given in writing and signed by two of the said arbitrators, shall be binding and final upon the parties hereto.

Possession of the demised premises is to be delivered to the party of the second part on the final execution of this agreement.

In witness whereof the parties hereto have caused their corporate seals to be affixed, the day and year first above written, and the signatures of their Presidents and Secretaries to be hereto signed.

(Signed) **HENRY G. STEBBINS,**
President of the Atlantic and Great Western Railway Company.

(Attest)—**W. ARCHDALL O'DOHERTY, Secretary.**
JAY GOULD,
President of the Erie Railway Company.

(Attest)—**H. N. OTIS, Secretary.**

Columbus and Xenia Railroad.

The Cincinnati *Commercial* states that the Columbus and Xenia Railroad has been leased to the Little Miami Railroad, and this lease has been confirmed by the stockholders of the former. These roads have heretofore had a close running arrangement, with two Boards of officers and directors. Hereafter they will be operated as one road. It is generally understood, however, that this step is preliminary to a lease of the entire road—from Cincinnati to Columbus—to the Pan Handle Company, which is owned by the Pennsylvania Railroad Company.

The Susquehanna Canal Company have sold to the Columbia and Port Deposit Railroad Company the old canal property along the east side of the river, extending northward from Port Deposit some ten miles to Bald Friar Ferry. Price \$13,000.

The Williamsport Standard says that the Pennsylvania Railroad Company, having previously purchased the West Branch Canal, has recently bought the line up to the North Branch, and purpose deepening it, and otherwise increasing its capacity for business.

A proposition to build a railroad from Carlisle in Nicholas Co., Ky., by way of Cynthiana and Georgetown, to Frankfort, is being agitated in all those places.

Work has been commenced on the Pascack and Peapack Railroad at Bernardsville, Somerset Co., New Jersey.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna... 100	\$1,774,824	-----	-----	Hartford and New Haven. 100	3,300,000	J.A. J&O	Jan. '69 3	Portl., Sacq. & Portsm'th. 100	\$1,500,000	J. & D.	Dec. '68 3
Allegheny Valley..... 50	2,000,000	-----	-----	Hannibal and St. Joseph. 100	1,900,000	-----	-----	Providence & Worcester. 100	1,800,000	J. & J.	Jan. '69 3
Atlanta and West Point. 100	1,232,200	J. & J.	Jan. '68 3	Do. do pref. 100	5,238,820	-----	-----	Raleigh and Gaston. 100	2,400,000	A. & O.	Oct. '68 3
Atlantic & N. Carolina. 100	5,45,225	-----	-----	Hanover Branch, Pa. 50	116,350	M. & N.	Nov. '68 5	Rensselaer and Saratoga. 100	2,000,000	-----	-----
Atlantic & Gt. Western. 50	26,879,925	-----	-----	Houstanic. 100	820,000	-----	-----	Richmond and Danville. 100	847,100	-----	-----
“ “ pref. 100	1,912,000	-----	-----	“ pref. 100	1,180,000	J. & J.	Jan. '68 3	Richmond and Peters. g. 100	1,041,500	-----	-----
Atlantic & St. Lawrence*. 100	2,494,900	J. & J.	Jan. '68 2	Hudson River. 100	13,987,100	A. & O.	Oct. '68 4	Rockport. 100	88,460	-----	-----
Augusta and Savannah. 100	733,700	J. & J.	Jan. '69 3	Huntingdon & B'd Top. 50	494,350	-----	-----	Rome, Waterf. and O'nb. 100	2,400,000	J. & J.	Jan. '69 5
Baltimore and Ohio. 100	16,15,962	A. & O.	Oct. '68 4	“ “ pref. 50	180,750	J. & J.	Jn. '68 3	Rutland preferred. 100	-----	F. & A.	A'g.68 3
Do. Washington Br. 100	1,650,000	-----	-----	Illinoi Central. 100	23,415,780	F. & A.	Feb. '69 3	St. L., Alt. and T. Hante. 100	2,300,000	-----	-----
Baltimore City Passenger. 670,000	-----	J. & J.	Jan. '69 3	Indianapolis, Cin. & Lafay. 100	1,815,897	M. & S.	Sep. '67 4	“ “ pref. 100	2,40,000	-----	Annual.
Bay de Noquet & Marq. 100	1,250,000	A. & O.	Apr. '68 3	Jefferson, Mad. & Ind. 100	2,000,000	J. & J.	Jan. '65 5	St. L., Jack'nv. and Chic'o. 100	1,469,429	-----	May 68 7
Bellevontaine Line. 100	4,420,000	F. & A.	Feb. '68 3	Joliet and Chicago*. 100	1,500,000	J.A. J&O	Oct. '68 1	Sandusky and Cincinnati. 100	2,088,000	-----	-----
Belvidere Delaware. 100	996,250	-----	-----	Joliet & North. Indians. 120	300,000	J. & J.	July '68 4	“ “ pref. 100	4,45,536	M. & N.	Nov. '68 3
Berkshire. 100	800,000	-----	-----	Lackawanna & Blooms. 50	1,325,000	-----	-----	Sand, Manaf. and Newark. 100	901,241	-----	-----
Blossburg & Corning*. 50	250,000	J. & J.	Jan. '69 1	Leeds and Farmington*. 100	-----	-----	-----	Savannah and Charleston. 100	1,000,000	-----	-----
Boston and Albany. 100	13,725,100	J. & J.	Jan. '69 5	Lehigh and Mahanoy. 50	2,168,550	J. & J.	Jan. '67 6	Schuylkill and Susquehanna. 100	1,269,150	-----	-----
Boston and Chelsea. 100	110,000	A. & O.	Oct. '68 3	Lehigh Valley. 100	8,739,800	M. & N.	My. '67 5	Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan. '69 3
Boston, Concord & Mont. 100	459,500	-----	-----	Lehigh Luzerne. 100	10,731,400	J.A. J&O	Jan. '69 2	Schuylkill Valley*. 100	576,050	J. & J.	Jan. '69 2
Do. do pref. 100	1,340,400	M. & N.	Nov. '68 3	Lexington & Frankfort. 100	54,860	J. & J.	Jan. '69 3	Seaboard and Roanoke. 100	868,200	-----	-----
Boston and Lowell. 100	1,891,500	J. & D.	Dec. '68 4	Little Miami. 100	5,372,400	J. & D.	D'C. '67 4	Second Avenue (N. Y.) 100	670,000	A. & O.	Oct. '66
Boston and Maine. 100	4,076,974	J. & J.	Jan. '69 5	Little Schuylkill*. 50	2,034,397	J. & D.	Jun. '68 3	Shamokin V. and Pottav. 50	869,450	F. & A.	Feb. '69 3
Boston and Providence. 100	3,860,000	J. & J.	Jan. '69 4	Lomb, and South St (Ph.) 25	90,000	J. & J.	Jan. '69 4	Shore Line. 100	636,200	J. & J.	Jan. '69 3
Broadway (Boston). 50	232,000	J.A. J&O	Jan. '69 2	Long Island. 50	3,000,000	F.M.A.N.	Aug. '66 2	Sixth Avenue (N. Y.) 100	750,000	M. & N.	Nov. '68 3
Broadw'y & 7th Av.(N.Y.) 100	2,100,000	J. & J.	Jul. '67 1	Long Branch & Sea Shore. 100	95,194	-----	-----	Somerville. 100	75,000	-----	-----
Brooklyn City. 10	1,000,000	F. & A.	A'g. '68 3	Louisv., Cin. and Lex. 100	211,122	J. & J.	Jn. '69 4	South Carolina. 100	5,819,275	-----	-----
Brooklyn City & New'ln. 100	389,800	-----	-----	Louisville and Frankfort. 50	1,109,584	J. & J.	Jan. '69 3	South Shore. 100	259,685	F. & A.	A'g. '68 4
Buffalo, Bradford & Pitts. 100	1,100,000	-----	-----	Louisville and Nashville. 100	7,969,188	F. & A.	Feb. '69 4	South Western, Georgia. 100	3,203,400	-----	-----
Buff., New York & Erie*. 100	950,000	M. & N.	N. '68 3	Louisv., N. Alb., & Chicago. 100	2,800,000	A. & O.	Oct. '68 3	Staten Island. 100	960,000	J. & J.	-----
Buffalo and Erie. 100	5,000,000	F. & A.	Feb. '69 3	Macon and Western. 100	200,000	-----	-----	Stony Brook. 100	207,300	M. & N.	M'y68 2
Cambridge Horse (Bost'n) 100	777,800	A. & O.	Oct. '68 4	“ “ 1st pref. 50	6,586,186	M. & S.	Sep. '66 3	Stonenville and Indiana. 100	1,983,141	-----	-----
Camden and Amboy. 100	7,921,412	F. & A.	Feb. '69 3	“ “ 2d pref. 50	4,051,744	M. & S.	-----	Stockbridge & Pittsfield*. 100	445,700	-----	-----
Camden and Atlantic, pref. 50	600,000	-----	-----	Lowell and Lawrence. 100	2,000,000	A. & O.	Dec. '68 6	Summit Branch. 100	260,000	J. & J.	Jan. '69 5
Camden & Burlington Co. 100	381,000	-----	-----	Mahanoy and Mount'n* 50	1,676,915	-----	“ “ (E. D.) pref. 100	Taunton Branch. 100	250,000	J. @ J.	Jan. '69 4
Cape Cod Branch. 60	721,920	J. & J.	Jan. '69 3	Maine Central. 100	1,600,860	M. & N.	Nov. '68 5	Tennessee and Alabama. 100	595,922	-----	-----
Cape May and Millville. 100	447,000	J. & D.	Dec. '68 3	Manchester & Lawrence. 100	1,000,000	-----	-----	Terr Haute and Indiana. 100	1,583,150	J. & J.	Jan. '69 6
Catawissa. 50	1,150,000	-----	-----	Marietta & Cincinnati. 50	3,618,374	-----	-----	Third Avenue (N. Y.) 100	1,750,000	-----	-----
Catawissa, pref. 50	2,200,000	M. & N.	Nov. '68 3	“ “ 1st pref. 50	6,586,186	M. & S.	Sep. '66 3	Thirteenth and Fif. (Ph.) 50	-----	J. @ J.	Jan. '68 1
Cayuga & Susquehanna*. 50	589,110	J. & J.	Jan. '69 4	“ “ 2d pref. 50	4,051,744	M. & S.	-----	Tol., Peoria and Warsaw. 100	2,700,000	-----	-----
Central of Georgia. 100	4,666,300	-----	-----	Middlesex (Boston). 100	400,000	F. & A.	Feb. '69 5	Tol., Wabash and West. 100	5,700,000	-----	-----
Central of New Jersey. 100	13,768,100	J.A. J&O	Jan. '69 2	Mill Creek and Minehill*. 50	323,376	J. & J.	Jan. '69 5	Troy and Boston. 100	607,111	M. & N.	M'y68 3
Central Ohio. 100	2,600,000	J. & D.	Dec. '68 3	Millville and Glassboro*. 100	405,020	F. & A.	Aug. '67 6	Troy and Greenbush*. 100	274,400	J. & D.	Jun. '67 3
Do. pref. 100	400,000	J. & D.	Oct. '61 24	Milw. & Prairile du Chien. 100	2,956,081	-----	-----	Union Transport'n (Bos.) 100	200,000	-----	-----
Cen. Park, N. & E. River. 100	970,000	-----	-----	“ “ 1st pref. 100	3,214,250	-----	-----	Union (Phila.). 100	291,475	J. @ J.	Jan. '69 3
Chemung*. 100	380,000	-----	-----	“ “ 2d pref. 100	1,014,000	-----	-----	Utica and Black River. 100	834,100	J. & J.	Jul. '68 4
Cheshire, preferred. 100	2,017,825	M. & S.	-----	Milw. & St. Paul. 100	5,406,883	J. & J.	Jan. '69 4	Vermont and Canada. 100	2,500,000	J. & J.	Dec. '66 4
Chicago and Alton. 100	3,426,576	M. & S.	-----	“ “ pref. 100	5,080,892	J. & J.	Jan. '69 4	Vermont and Massachu'ts. 100	5,000,000	-----	-----
Chicago, Buri. & Quincy. 50	12,500,000	M. & S.	-----	“ “ pref. 100	5,762,400	J. & J.	Jan. '69 4	Vicksburg and Meridian. 100	357,408	-----	-----
Chicago, Iowa & Nebras*. 100	2,300,000	M. & S.	-----	Montgomery & W. Point. 100	1,644,104	J. & D.	Dec. '67 4	Virginia Central. 100	2,353,679	-----	-----
Chicago and Milwaukee*. 100	2,27,000	J. & J.	Jan. '69 5	Morris and Essex. 50	3,616,350	-----	-----	Virginia and Tennessee. 100	3,497,791	-----	-----
Chicago & N. Western*. 100	14,556,576	J. & D.	Dec. '68 5	Mt. Carbon & Pt. Carbon*. 50	282,830	J. & J.	Jan. '69 6	Western Union. 100	2,707,693	-----	-----
“ “ pref. 100	16,358,287	J. & D.	Dec. '68 5	Nashua and Lowell. 100	720,000	M. & N.	Nov. '68 5	West Jersey. 100	804,150	-----	-----
Chicago, R. I. & Pacific*. 100	14,000,000	-----	-----	Nashville & Chattanooga. 100	2,065,544	M. & N.	Nov. '68 5	West Philadelphia. 100	249,100	J. & J.	Jan. '69 5
Cin. Hm. & Dayton. 100	3,521,664	-----	-----	Naugatuck. 100	1,436,400	F. & A.	Feb. '69 5	Wilm. and Weldon. 100	1,463,755	J. & J.	Jan. '69 3
Cincinnati City Passenger Street. 100	-----	J. & J.	Jan. '69 2	New Bedford & Taunton. 100	500,000	J. & J.	Jan. '69 4	Winchester and Potomac. 100	1,547,650	-----	-----
Cincinnati and Zanesville. 50	1,976,346	-----	-----	New Haven & N. London. 100	738,538	J. & J.	Jan. '69 4	Warren. 100	1,622,600	J. & J.	Jan. '69 4
Citizens' Passenger (Phl.). 50	192,750	J. & J.	Jan. '69 7	New Jersey. 100	1,344,000	J. & J.	Jan. '69 3	Worcester and Nashua. 76	-----	-----	-----
Clev. Col., Cin. & Ind. 100	45,400,000	F. & A.	Feb. '69 5	New London Northern. 100	895,000	F. & A.	Feb. '69 5	CANALS.	-----	-----	-----
Cleveland & Mahoning*. 50	2,056,400	M. & N.	N. '68 3	New York Central. 100	28,557,000	J. & J.	Jan. '69 5	Chesapeake and Delaware. 50	1,818,983	J. & D.	Dec. '68 3
Cleveland, Payne', & Ashto. 50	8,750,000	J. & J.	Jan. '69 4	New York and Harlem. 50	5,285,000	J. & J.	Jan. '69 5	Chesapeake and Ohio. 25	5,228,595	-----	-----
Cleveland and Pittsburg*. 50	5,424,091	J. & J.	Jan. '69 4	New York & New Haven. 100	6,000,000	J. & J.	Jan. '69 5	Delaware Division. 50	5,633,350	F. & A.	Aug. '68 4
Cleveland and Toledo*. 50	5,000,000	J. & J.	Jan. '69 4	Niag. Bridge & Canandai*. 100	1,000,000	J. & J.	Jan. '69 5	Delaware and Hudson. 100	10,000,000	F. & A.	Feb. '69 5
Col., Chi. & Indiana Can. 100	11,420,000	-----	-----	Ninth Avenue. 100	797,400	J. & J.	July '68 3	Delaware and Raritan. 100	2,521,300	F. & A.	Feb. '69 5
Columbus and Xenia*. 50	1,786,200	J. & J.	Jan. '69 4	Northern Central. 100	4,000,000	-----	-----	Erie of Pennsylvania. 50	64,000	-----	-----
Concord & Portsmouth. 100	3,500,000	M. & N.	Nov. '68 5	Northern Central. 50	4,648,900	F. M.A.N.	Feb. '69 2	Lehigh Coal and Navigat. 50	5,139,500	M. & N.	M'y67 3
Coney Island & Brooklyn. 100	600,000	J. & D.	Dec. '68 3	“ “ pref. 100	1,500,000	J. & J.	Jan. '69 5	Monongahela Navigation. 50	528,100	J. & J.	Jan. '68 2
Conn. & Passump. Rivers. 100	139,000	-----	-----	“ “ pref. 50	1,500,000	J. & J.	Jan. '69 5	Morries (consolidated). 100	1,025,000	F. & A.	Feb. '67 3
Do. pref. 100	1,822,100	J. & J.	Jan. '69 3	New York & New Haven. 100	6,000,000	J. & J.	Jan. '69 5	“ (preferred). 100	1,175,000	F. & A.	F. '69 10c
Connecticut River. 100	1,700,000	J. & J.	Jan. '69 5	New York & Provid. 100	2,000,000	J. & J.	Jan. '69 5	“ (Tide Water). 50	2,888,505	F. & A.	Feb. '67 6
Cumberland Valley. 100	1,316,900	A. & O.	Apr. '68 4	Niag. Bridge & Canandai*. 100	1,000,000	J. & J.	Jan. '69 5	Union. 50	2,007,860	-----	-----
Danbury and Norwalk. 100	400,000	-----	-----	“ “ pref. 50	1,500,000	J. & J.	Jan. '69 5	“ preferred. 50	50	-----	-----
Dayton and Michigan*. 100	2,392,361	J. & J.	Jan. '69 3	“ “ pref. 100	2,000,000	J. & J.	Jan. '69 5	Branch and Sust. 50	1,100,000	J. & J.	Jan. '65 5
Delaware*. 50	564,260	J. & J.	Jan. '69 3	“ “ pref. 100	2,000,000	J. & J.	Oct. '68 4	Wyoming Valley. 50	800,000	-----	Irregular
Del., Lackaw. & Western. 50	13,386,020	J. & J.	Jan. '69 5	“ “ pref. 100	2,000,000	J. & J.	Oct. '68 4	MISCELLANEOUS.	-----	-----	-----
Des Moines Valley. 100	1,820,200	-----	-----	“ “ pref. 100	2,000,000	J. & J.	Oct. '68 4	Pacific Mail Steamsh. p. 100	20,000,000	M.J.S.&D.	Dec. '67 3
Detroit & Milwaukee. 100	1,047,350	-----	-----	“ “ pref. 100	2,000,000	J. & J.	Oct. '68 4	Union Navigation. 100	4,000,000	M.J.S.&D.	Dec. '65 5
Do. pref. 100	1,500,000	-----	-----	“ “ pref. 100	2,000,000	J. & J.	Oct. '68 4	West'n Union Telegraph. 100	2,450,000	J. & J.	Jan. '69 2
D. Dock, E. B'dw. & Bat. 100	1,200,000	-----	-----	“ “ pref. 100	2,000,000	J. & J.	Oct. '68 4	American Coal. 25	1,500,000	M. & S.	'65 2
Dubuque and Sioux City. 100	1,673,641	-----	-----	“ “ pref. 100	2,000,000	J. & J.	Oct. '68 4	Ashburton. 50	2,500,000	J. & D.	Dec. '68 4
Do. do. 1,987,351	-----	-----	-----	“ “ pref. 100	2,000,000	J. & J.	Oct. '68 4	Butler Coal. 50	500,000	J. & D.	Dec. '68 2
Eastern (Mass.). 100	3,883,300	J. & J.	Jan. '69 4	“ “ pref. 100	2,000,000	J. & J.	Oct. '68 4	Central Coal. 100	2,000,000	J. & J.	Jan. '69 4
Eastern (N. H.). 100	492,500	J. & J.	Jan. '69 4	“ “ pref. 100	2,000,000	J. & J.	Oct. '68 4	Fulton Coal. 50	500,000	J. & J.	Jan. '69 4
East Pennsylvania. 50	654,600	-----	-----	“ “ pref. 100	2,000,000	J. & J.	Oct. '68 4	Mt. Pleasant Coal. 40	200,000	-----	-----
East Tenn. and Georgia. 100	2,382,720	J. & J.	Jan. '69 3	“							

RAILROAD EARNINGS—MONTHLY.

Atlantic and Great Western:	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1864.	150,713	164,438	166,493	194,992	200,807	265,626	266,512	356,404	401,103	357,225	353,344	328,823	3,235,492
1865.	289,445	347,211	432,340	355,045	472,493	410,800	493,882	566,584	541,481	675,448	634,243	576,365	5,825,335
1866.	475,641	433,279	385,991	412,521	464,507	493,243	466,598	568,589	533,150	599,670	474,056	388,573	5,696,119
1867.	377,882	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,187,371
1868.	404,467	393,251	408,847	388,654	365,255	359,184	343,325	413,484	480,430	464,376	455,910	.....	.....
Chicago and Alton:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1863.	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,204	1,678,706
1864.	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865.	280,503	275,233	299,063	258,430	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866.	226,153	222,241	290,111	269,249	329,851	371,544	321,597	378,269	322,638	360,223	323,030	271,247	3,695,153
1867.	343,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868.	259,539	266,496	261,599	270,386	341,181	373,461	405,616	570,353	488,155	480,212	408,062	389,074	4,544,134
Chicago, Rock Island and Pacific:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1863.	140,024	130,225	122,512	120,708	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,184	1,960,207
1864.	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	334,865	336,617	321,037	3,095,470
1865.	305,554	246,331	289,403	196,580	234,612	321,518	244,121	306,231	389,480	307,523	270,073	201,779	3,813,514
1866.	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867.	292,047	224,621	272,454	288,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868.	308,587	297,464	276,431	288,700	308,891	366,200	329,800	478,600	544,900	559,900	401,100	381,400	4,541,973
Chicago and Northwestern:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1863.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1864.	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	729,759	716,378	568,400	6,114,566	.....
1865.	541,005	482,164	499,296	468,358	585,623	747,942	702,861	767,508	946,707	932,683	754,671	547,842	7,976,490
1866.	523,566	399,917	523,745	537,519	585,048	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,366	2,299,430
1867.	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868.	724,890	807,473	850,193	1,094,598	1,211,150	1,167,544	1,091,466	1,265,831	1,574,906	1,135,334	1,001,392	1,043,765	.....
Erie:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1862.	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863.	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,055,321	10,469,481
1864.	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,507	994,937	1,105,364	1,301,000	1,222,568	1,224,909	1,334,217	12,229,643
1865.	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866.	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,441,118	14,596,413
1867.	906,759	917,639	1,139,528	1,217,143	1,118,140	1,118,731	1,071,812	1,239,294	1,444,745	1,498,716	1,421,881	1,041,646	14,389,264
1868.	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,068,043	.....	.....	.....	.....	.....	.....
Illinois Central:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1862.	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863.	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	572,560	424,531	457,679	424,531	4,571,023
1864.	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	709,236	661,391	657,141	608,402	6,320,447
1865.	571,536	528,972	616,665	516,608	460,573	617,682	747,469	739,736	641,589	643,887	518,083	7,181,208	.....
1866.	603,053	505,266	505,465	411,605	569,250	587,679	480,826	578,253	571,348	661,971	588,219	504,066	6,546,741
1867.	647,120	524,871	417,071	410,271	477,027	616,493	525,242	709,827	738,530	823,901	727,510	613,829	7,160,992
1868.	572,364	531,224	462,317	538,077	579,560	621,685	576,468	764,138	873,500	901,631	699,891	.....	.....
Marietta and Cincinnati:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1865.	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,496	116,146	105,767	1,224,058
1866.	90,411	85,447	84,351	81,181	81,181	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,230
1867.	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868.	92,433	81,599	98,482	108,461	95,416	108,413	126,556	121,519	125,065	119,100	121,408	1,294,096	.....
Michigan Southern & Northern Indiana:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1863.	248,784	230,508	557,227	268,613	264,035	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,543
1864.	256,600	304,445	338,454	330,651	267,126	315,258	278,591	358,862	402,210	407,107	448,934	411,806	4,120,152
1865.	363,996	366,361	413,974	365,180	351,489	387,095	301,605	418,575	486,808	524,760	495,072	351,799	4,826,727
1866.	312,846	277,234	412,715	418,970	384,024	384,684	338,858	384,401	429,177	429,655	429,546	352,218	4,650,328
1867.	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	428,388	530,871	429,785	380,034	4,660,808
1868.	362,021	338,335	381,497	405,983	400,486	363,560	301,495	435,781	512,523	532,061	419,005	426,313	4,929,050
Michigan Central:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1862.	260,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863.	242,073	245,885	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,188,065
1864.	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	405,510	376,470	3,970,946	.....
1865.	306,324	279,137	444,228	372,241	401,456	365,663	320,105	413,501	476,661	447,670	328,870	4,520,550	.....
1866.	282,439	265,796	337,158	343,737	365,196	325,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867.	304,095	283,601	375,210	362,783	333,952	284,977	313,021	308,993	464,778	506,296	412,934	330,573	4,371,073
1868.	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,560,251
Milwaukee and St. Paul:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1867.	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868.	368,487	350											

NATIONAL AND STATE SECURITIES.

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.				Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.	Price				When.	Where.	Due.	Price
Adirondack:													
1st Mortgage.....	\$915,000	7	Jan. & July.	New York.	1886	...							
Alabama and Florida:													
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1867	...							
Land Mortgage.....	550,000	7	" "	"	1887	...							
3d Mortgage.....	300,000	7	April & Oct.	" "	1871	...							
Interest Coupon.....	304,101	7	Jan. & July.	" "	1876	...							
Albany and Susquehanna:													
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1893	...							
Albany City Loan.....	1,000,000	6	May & Nov.	" "	1895	...							
2d Mortgage for \$2,000,000.....	639,000	7	April & Oct.	" "	1885	...							
Allegheny Valley:													
1st Mortgage.....	398,000	7	April & Oct.	Pittsburg.	1891	...							
1st Mortgage (Extension).....	4,000,000	7.3	"	"	1896	...							
Androscoggin:													
1st Mortgage.....	415,000	6	June & Dec.	Portland.	1877	...							
Ashuelot:													
1st Mortgage.....	150,000	6	Jan. & July.	Keene.	1861	...							
Atlantic and Great Western:													
1st Mortgage (New York).....	886,000	7*	April & Oct.	London.	1879	...							
1st Mortgage (Pennsylvania).....	2,151,500	7*	"	"	1877	...							
1st Mortgage (Ohio).....	3,740,900	7	"	"	New York.	1876	...						
1st Mortgage (Franklin Branch).....	349,000	7*	June & Dec.	London.	1882	...							
1st Mortgage (Buffalo Extension).....	1,382,000	7*	April & Oct.	"	1884	...							
1st Mortgage (Silver Creek Br.).....	200,000	7*	March & Sept.	"	1884	...							
2d Mortgage (New York).....	761,000	7	April & Oct.	New York.	1881	...							
2d Mortgage (Pennsylvania).....	757,500	7	"	"	London.	1882	...						
2d Mortgage (Ohio).....	2,653,000	7	Jan. & July.	"	1883	...							
Consolidated Mortgage.....	17,105,000	7	April & Oct.	"	1895	...							
Atlantic and Gulf:													
1st Mortgage (S. A. & G. R. R.).....	300,000	7	April & Oct.	Savannah.	18—	...							
1st Mort. (A. & G. R. R. No. 7 to T.).....	600,000	7	"	"	New York.	18—	...						
1st Mort. (A. & G. R. R. S. No. 7).....	500,000	7	"	"	"	18—	...						
Consol. Mort. (\$2,000,000) free.....	700,000	7	Jan. & July.	"	1897	84	...						
Atlantic and St. Lawrence:													
Portland City Loan (skg fund).....	1,500,000	6	Various.	B. & N. Y.	'65-'70	...							
2d Mortgage.....	1,499,992	6	April & Oct.	Portland.	1866	...							
Sterling Loan.....	484,000	6	May & Nov.	London.	1878	...							
Baltimore and Ohio:													
Loan of 1834.....	821,261	6	J. A. J. & O.	Baltimore.	1867	...							
Loan of 1855.....	894,250	6	Jan. & July.	"	1875	93	...						
Loan of 1850.....	602,000	6	"	"	1880	92	...						
Loan of 1853.....	1,744,500	6	April & Oct.	"	1885	94	...						
Baltimore City Loan of 1855.....	5,000,000	6	Jan. & July.	"	1890	...							
Northwestern Va. R. R. 2d Mort.	493,000	6	"	"	1873	...							
Northwestern Va. R. R. 3d Mort.	201,000	6	"	"	1885	...							
Bay de Noquet and Marquette:													
1st Mortgage.....	250,000	7	Jan. & July.	New York.	18—	...							
Bellefontaine:													
1st Mortgage (B. and Ind. R. R.).....	1,225,000	7	Jan. & July.	New York.	'70-'90	...							
2d Mortgage.....	483,000	7	"	"	1870	...							
Bellefonte and Snow Shoe:													
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	18—	...							
Belvidere Delaware:													
1st Mortgage (guar. by C. & A.).....	1,000,000	6	June & Dec.	New York.	1867	...							
2d Mortgage (guar. by C. & A.).....	500,000	6	March & Sept.	Princeton.	1885	90	...						
3d Mortgage (guar. by C. & A.).....	745,000	6	Feb. & Aug.	"	1877	80	...						
Blue Ridge S. Car.:													
1st Mortgage of \$2,500,000.....	204,000	7	Jan. & July.	Charleston.	1884	...							
Boston, Clinton and Fitchburg:													
1st Mort. (Agricultural Br. R. R.).....	100,000	6	Jan. & July.	Northboro.	1875	...							
1st Mortgage (B. C. and F. R. R.).....	300,000	6	"	Boston.	1886	...							
Boston, Concord and Montreal:													
1st Mort. (Conc. to War '71 m.).....	200,000	7	Feb. & Aug.	New York.	1865	...							
2d Mort. conv. (1st M. on 22d m.).....	100,000	6	Jan. & July.	Boston.	1870	...							
2d Mort. conv. (1st M. on 22d m.).....	250,000	7	"	New York.	1870	...							
Sinking Fund Mortgage.....	500,000	6	"	"	Boston.	1889	...						
Boston, Hartford and Erie:													
1st Mortgage (old).....	600,000	7	March & Sept.	Boston.	1884	82	...						
1st Mortgage (new).....	3,900,000	7	Jan. & July.	"	1899	63	...						
Boston and Lowell:													
Company bonds (no mortgage).....	440,000	6	Jan. & July.	Boston.	1873	...							
Company bonds (no mortgage).....	200,000	6	April & Oct.	"	1879	98	...						
Company bonds (no mortgage).....	304,600	6	"	"	1887	...							
Boston and Providence:													
Company bonds (no mortgage).....	94,382	6	April & Oct.	Boston.	68-'77	...							
Buffalo, Bradford and Pittsburg:													
1st Mortgage.....	1,766,000	7	Jan. & July.	New York.	1886	...							
Buffalo, Corry and Pittsburg:													
1st Mortgage (B. C. & P. of Pa.).....	100,000	7	Jan. & July.	Pittsburg.	18—	...							
1st Mort. (Buff. & O. C. Cross-cut).....	600,000	7	"	New York.	18—	...							
Buffalo and Erie:													
Co. bonds (Buff. and State Line).....	400,000	7	June & Dec.	New York.	1870	...							
Co. bonds (Buff. and State Line).....	100,000	7	May & Nov.	"	1873	...							
Co. bonds (Buff. and State Line).....	200,000	7	Jan. & July.	"	1882	...							
Co. bonds (Erie and Northeast).....	300,000	7	"	"	1886	...							
Buffalo, New York and Erie:													
1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	89	...						
2d Mortgage.....	380,000	7	May & Nov.	"	1872	82	...						
Burlington and Missouri River:													
Land Grant Mortgage.....	1,800,000	7	April & Oct.	New York.	1893	89	...						
General Mortgage.....	1,288,000	7	"	"	1870	98	...						
Unsecured bds con. pref. stk. 1,200,000	8	Jan. & July.	"	"	1878	101	...						
Unsecured bds (2d series) conv. 600,000	6	May & Nov.	"	"	1870	...							
Camden and Amboy:													
Sterling Bonds, skg fund £380,550	1,841,862	5*	Jan. & July.	London.	1880	...							
Loan for \$500,000.....	210,600	6	April & Oct.	New York.	1867	...							
Loan for \$800,000.....	338,040	6	"	"	1870	98	...						
Loan for \$675,000.....	675,000	6	"	"	1875	90	...						
Loan for \$1,700,000.....	1,700,000	6	Feb. & Aug.	"	1883	86	...						
Loan for \$2,500,000.....	867,000	6	May & Nov.	"	1889	85	...						
Consol. Mortgage for \$5,000,000.....	4,437,300	6	June & Dec.	"	1889	93	...						
Camden and Atlantic:													
1st Mortgage.....	400,000	7	Jan. & July.	Philadelphia.	1873	...							
2d Mortgage.....	498,000	7	April & Oct.	"	1890	...							

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due	Price	Description of Bonds.	Amount.	Rate	Interest Payable.		Due	Price
			When.	Where.						When.	Where.		
Cleveland, Painesv. and Ashtabula:							Erie:						
1st Mortgage.....	\$500,000	7	Jan. & July.	New York.	1874	91½	1st Mortgage.....	\$3,000,000	7	May & Nov.	New York.	1877	102
2d Mortgage.....	1,000,000	7	" " "	"	1881	...	2d Mortgage.....	4,000,000	7	March & Sept.	" "	1879	98
3d Mortgage.....	1,000,000	7	April & Oct.	"	1888	92	3d Mortgage.....	6,000,000	7	" "	" "	1883	92
Cleveland and Toledo:							4th Mortgage.....	4,441,000	7	April & Oct.	" "	1880	87
1st Mort. (June, R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867	...	5th Mortgage.....	926,500	7	June & Dec.	" "	1888	82½
1st Mort. (June, R. R. 2d Div.)	126,000	7	June & Dec.	"	1882	...	Buffalo Branch Bonds.....	186,400	7	Jan. & July.	" "	1891	...
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" "	1886	...	Sterling Loan £800,000	3,876,520	7*	March & Sept	London.	1875	...
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	"	1885	99½	Erie and Pittsburg:						
Columbia and Augusta:							1st Mortgage.....	900,000	7	Jan. & July.	Philadelphia.	1882	
1st Mortgage for \$1,000,000.....	650,000	7	Jan. & July.	New York.	1885	...	2d Mortgage for \$700,000.....	370,200	7	April & Oct.	" "	1875	
Columbus, Chicago & Ind. Cent.:							Evansville and Crawfordsville:						
Trust Mort. S. F. for \$15,000,000.....	7	April & Oct.	New York.	1903	85½		1st Mortgage of 1852.....	350,000	7	Jan. & July.	New York.	1869	
Columbus and Indiana Central:							1st Mortgage of 1854.....	740,000	7	May & Nov.	" "	1869	
1st Mortgage.....	3,200,000	7	May & Nov.	New York.	1904	81	Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	
2d Mortgage.....	816,000	7	" "	"	1818	...	Fall River, Warren & Providence:						
Income Bonds.....	1,500,000	7	" "	"	1818	...	1st Mortgage.....	200,000	7	— & —	Providence.	18—	
Columbus and Xenia:							Flemington:						
1st Mortgage for \$500,000.....	248,000	7	March & Sept.	Columbus.	1890	...	1st Mortgage, guaranteed.....	100,000	6	— & —	Princeton.	18—	
Connecticut and Passumpsic Rv.:							Flint and Pere Marquette:						
1st Mortgage for \$800,000.....	573,800	6	June & Dec.	Boston.	1876	99	1st Mortgage.....	815,000	7	— & —	New York.	18—	
Notes.....	300,000	7	" "	"	1876	...	Galena and Chicago Union:						
Connecticut River:							1st Mortgage.....	1,919,000	7	Feb. & Aug.	New York.	1882	100
1st Mortgage.....	250,000	6	March & Sept.	Boston.	1878	98	2d Mortgage.....	1,029,000	7	May & Nov.	" "	1875	...
Connecting:							Mississippi Bridge.....	200,000	7	Jan. & July.	" "	1884	...
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1896	86	Grand Rapids and Indiana:						
Council Bluffs and St. Joseph:							1st Mortgage.....	167,000	7	Jan. & July.	New York.	1886	...
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1887	...	Grand River Valley:						
Cumberland Coal and Iron:							1st Mortgage, guaranteed.....	100,000	8	Jan. & July.	New York.	18—	
Bonds of Nov. 1852.....	397,000	6	Jan. & July.	New York.	1869	...	Grand Trunk (C. & N. W.):						
Bonds of Feb. 1864.....	89,000	6	Feb. & Aug.	"	1869	...	1st Preference Bonds.....	12,573,661	5*	Jan. & July.	London.	18—	
Bonds of July, 1867.....	93,000	6	" "	"	1877	...	2d Preference Bonds.....	7,355,982	5*	" "	" "	18—	
Cumberland and Pennsylvania:							3d Preference Stock.....	3,414,094	4*	" "	" "	18—	
1st Mortgage for \$1,000,000.....	808,000	6	March & Sept.	New York.	1891	...	4th Preference Stock.....	25,592,560	4*	" "	" "	18—	
Cumberland Valley:							Equipment Bonds.....	2,433,333	6*	April & Oct.	" "	18—	
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	...	Postal and Military bonds.....	5,840,000	var	Feb. & Aug.	" "	18—	
2d Mortgage.....	109,500	8	" "	"	1904	...	Great Western of Canada:						
Company's Bonds.....	85,300	6	" "	"	Harrisburg.	18—	Government Loan £573,688.....	2,782,387	6*	— & —	Ottawa.	18—	
Danbury and Norwalk:							Mortgage Bonds £615,200.....	2,983,720	6*	— & —	London.	1873-76	
1st Mortgage.....	100,000	7	Jan. & July.	New York.	170-180	...	Mortgage Bonds £547,000.....	2,652,950	5½*	— & —	" "	1877-78	
Dayton and Michigan:							Stock Debentures £46,700.....	226,500	5*	— & —	" "	irred.	
1st Mortgage.....	283,000	7	Jan. & July.	New York.	1867	...	Great Western of Illinois:						
2d Mortgage.....	2,589,000	7	" "	"	1881	...	1st Mortgage (W. Div.).....	1,000,000	10	April & Oct.	New York.	1868	
3d Mortgage.....	642,000	7	March & Sept.	"	1884	...	1st Mortgage (E. Div.).....	45,000	7	Feb. & Aug.	" "	1888	
Toledo Depot Bonds.....	169,500	7	" "	"	1884	...	1st Mortgage (General).....	2,500,000	7	" "	" "	1888	89
Dayton and Union:							2d Mortgage.....	2,500,000	7	May & Nov.	" "	1893	79
1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879	...	Greenville and Columbia:						
2d Mortgage.....	135,000	7	June & Dec.	"	1879	...	State guaranteed bonds.....	550,000	6	Jan. & July.	Charleston.	18—	37
Income Bonds.....	251,000	6	" "	"	179 aft	...	1st Mortgage.....	1,000,000	7	" "	New York.	18—	
Dayton and Western:							Hannibal and St. Joseph:						
1st Mortgage.....	275,000	7	March & Sept.	New York.	1882	...	State Loan of 1851.....	1,500,000	6	Jan. & July.	New York.	1881	87
2d Mortgage.....	463,000	6	June & Dec.	"	1882	...	State Loan of 1855.....	1,500,000	6	" "	" "	1885	...
Delaware:							Land Mort. of 1863 for \$3,400,000.....	2,300,000	7	April & Oct.	" "	1888	108
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	90	Convertible bonds of 1863.....	800,000	7	Jan. & July.	" "	1888	110
Guaranteed Bonds.....	100,000	6	" "	"	1875	...	Six year bonds of 1865.....	1,000,000	10	" "	" "	1872	...
State Loan.....	170,000	6	" "	"	1876	...	Harrisburg and Lancaster:						
Delaware, Lackawanna, & Western:							1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	90
1st Mort. (I. & W.) for \$900,000.....	564,000	7	Jan. & July.	New York.	1871	95	Hartford and New Haven:						
1st Mort. (East. Ext.) \$1,500,000.....	1,111,000	7	April & Oct.	"	1875	98	1st Mortgage.....	927,000	6	Jan. & July.	New York.	1873	94
2d Mort. (General) for \$4,000,000.....	1,633,000	7	March & Sept.	"	1881	96½	Hartford, Providence and Fishkill:						
Des Moines Valley:							1st Mort. (R. Island 26.32 m.).....	481,000	7	Jan. & July.	Hartford.	1876	
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	...	1st Mort. (Connecticut 96.04 m.).....	1,574,500	7	" "	" "	1876	
Income Bonds.....	462,000	7	Jan. & July.	"	1884	...	Hempfield:						
Detroit and Milwaukee:							1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	18—	
1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875	...	1st Mortgage.....	191,000	6	Jan. & July.	Bridgeport.	1877	
2d Mortgage.....	1,000,000	8	" "	"	1884	...	2d Mortgage.....	96,000	7	" "	" "	1885	
1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	"	1875	...	Houston and Texas Central:						
2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	"	1875	...	Texas State Loan, sinking fund:						
Bonds of June 30, 1866, (cond.)	1,337,789	7	" "	"	1886	...	1st Mortgage.....	432,000	6	Aprn & Oct.	New York.	1876	
Detroit, Mon. & Tol. (M. S. & N. I.)							2d Mortgage.....	1,360,000	7	Jan. & July.	" "	1866	
1st Mortgage.....	924,000	7	Feb. & Aug.	Philadelphia.	1876	...	Land Mort. S. F. (\$20,000 p. m.)	6	9	" "	" "	1891	
Detroit and Pontiac (Detr. & Mil.)							Hudson River:						
1st Mortgage.....	250,000	7	Jan. & July.	New York.	1878	...	1st Mortgage.....	110,000	6	Feb. & Aug.	New York.	1869	
2d Mortgage.....	250,000	8	Feb. & Aug.	"	1886	...	1st Mortgage.....	1,954,000	7	" "	" "	1869	100
Dubuque and Sioux City:							1st Mortgage.....	1,936,000	7	" "	" "	1870	
1st Mortgage (1st Division).....	300,000	7	Jan. & July.	New York.	1883	92½	2d Mortgage, sinking fund.....	2,000,000	7	June & Dec.	" "	1885	106
1st Mortgage (construction).....	660,000	7	" "	"	1894	...	3d Mortgage.....	183,000	7	May & Nov.	" "	1875	
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	"	1888	...	Huntington and Broad Top Mt.:						
Dubuque Southwestern:							1st Mortgage.....	416,000	7	April & Oct.	Philadelphia.	1870	
1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1895	...	2d Mortgage.....	367,500	7	Feb. & Aug.	" "	1875	
2d Mortgage, ordinary.....	450,000	7	" "	"	1895	...	Consol. Mortgage.....	723,245	7	April & Oct.	" "	1895	
East Brandywine & Waynesboro:							Illinois Central:						
1st Mortgage.....	168,000	7	Feb. & Aug.	Philadelphia.	1882	...	Construction.....	5,000,500	7	April & Oct.	New York.	1875	115
Eastern:							Construction.....	2,499,000	6	" "	" "	1875	
State Loan (1st Lien).....	250,000	5	J. A. J. & O.	Boston.	'68-'72	...	Redemption.....	2,563,000	6	" "	" "	1890	
2d Mortgage, (convert. sterling).....	420,000	5	Jan. & July.	London.	1872	...	Redemption, sterling.....	363,000	6*	" "	" "	London.	1875
2d Mortgage, convertible.....	739,000	6	Feb. & Aug.	Boston.	1874	95	Illinois and Southern Iowa:						
1st Mortgage, (Essex Railroad).....	214,400	6	Jan. & July.	"	1876	...	1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1892	
East Tennessee and Virginia:							1st Mortgage.....	500,000	7	Jan. & July.	New York.	1866	
Tennessee Loan (old).....	1,500,000	6	Jan. & July.	New York.	1882	...	1st Mortgage (Ind. and Cin.).....	612,000	7	May & Nov.	New York.	1881	
Tennessee Loan (1866).....	449,830	6	" "	"	1898	...	1st Mortgage (Ind. and Cin						

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable.			Description of Bonds.	Amount.	Rate	Interest Payable.		
			When.	Where.	Due				When.	Where.	Due
Kentucky Central:						Mississippi and Tennessee:					
1st Mort. (Covington & Lexington)	\$128,000	7	— & —	New York	1872	1st Mortgage	\$600,000	7	April & Oct.	New York	1876
2d Mortgage (do.)	844,000	7	— & —	" "	1882	2d Mortgage for \$1,300,000	850,000	8	Jan. & July.	" "	1870
3d Mortgage (do.)	236,000	7	— & —	" "	1885	Tennessee State Loan	317,800	6	"	" "	1892
Keokuk and St. Paul:						J-Mobile and Girard:					
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York	1887	1st Mortgage Bonds	\$250,000	6	— & —		18—
Income	100,000	7	" "	" "	1887	Mobile and Ohio:					
Knoxville and Charleston:						1st Mortgage, Sterling	4,593,000	6*	May & Nov.	London	1882
Tenn. State Loan	450,000	6	Jan. & July.	New York	1898	1st Mortgage, Sterling	8*	8*	" "	Mobile	1882
Knoxville and Kentucky:						Tennessee Loans	1,600,800	6	Jan. & July.	New York	1891
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York	1890	Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile	1867
Tenn. State Loan (new)	800,000	6	" "	" "	Liquidation (10 year) bonds	556,421	8	" "	New York	1876	
Lackawanna and Bloomsburg:						Interest bonds	697,900	8	" "	Mobile	1892
1st Mortgage		7	Jan. & July.	New York	1875	Montgomery and Eufala:					
1st Mortgage (Extension)		7	March & Sept.	Philadelphia	1885	1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York	1880
2d Mortgage		7	April & Oct.	"	1880	Montgomery and West Point:					
2d Mortgage (Extension)		7	May & Nov.	"	1890	Income Bonds	100,000	8	Jan. & July.	New York	1870
Lake Erie and Louisville:						Income Bonds	306,900	8	" "	" "	1876
1st Mortgage for \$1,600,000	500,000	7	Jan. & July.	New York	1893	Mortgage Bonds	719,500	8	" "	" "	1881
Lehigh and Lackawanna:						Morris and Essex:					
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia	1897	1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York	1914
Lexington and Frankfort:						2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891
1st Mortgage	44,000	6	Jan. & July.	Lexington	'99-'74	Nashville and Chattanooga:					
Lehigh Valley:						1st Mortgage, endorsed by Tenn.	1,500,000	6	Jan. & July.	New York	18—
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia	1873	Tenn. State Loan	150,000	6	" "	" "	—
New Mortgage, free of taxes	1,000,000	6	June & Dec.	"	1898	Tenn. Coupons Funded	426,270	6	" "	" "	—
Little Miami:						Nashville and Decatur:					
1st Mortgage	1,489,000	6	May & Nov.	New York	1883	Tenn. State Loan	2,115,176	6	Jan. & July.	New York	'88-'93
Cincinnati Loan	100,000	6	" "	Cincinnati	1880	Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville	1870
Little Schuylkill:						Tenn. State Loan	2,672,000	6	Jan. & July.	New York	'88-'94
1st Mortgage, sinking fund	847,500	7	April & Oct.	Philadelphia	1877	2d Mortgage	792,950	6	" "	" "	'71-'83
Long Island:						Naugatuck:					
1st Mortgage	500,000	6	Jan. & July.	New York	1870	1st Mortgage, Convertible	246,000	7	Jan. & July.	Bridgeport	1876
Hunter's Point Extension	175,000	7	Feb. & Aug.	"	1890	2d Mortgage	600,000	—	— & —	New York	18—
Glen Cove Branch	150,000	6	May & Nov.	"	1893	New Bedford and Taunton:	174,000	6	Jan. & July.	Boston	1881
Louisville, Cincinnati and Lexington:						1st Mortgage	1,100,000	6*	May & Nov.	London	1807
1st Mortgage for \$3,000,000	2,116,000	7	Jan. & July.	New York	1897	New Brunswick and Canada:					
Louisville and Frankfort:						1st Mortgage, Sterling £220,000					
1st Mortgage	108,000	6	Jan. & July.	New York	'99-'78	Newcastle and Beaver Valley:					
Louisville Loan	100,000	6	" "	"	1881	1st Mortgage for \$150,000	125,000	7	May & Nov.	Philadelphia	1882
Louisville and Nashville:						2d Mortgage for \$100,000	39,200	7	March & Sept.	"	1877
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York	'60-'77	New Haven and Northampton:					
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	"	" 70-'75	1st Mortgage	450,000	7	Jan. & July.	New Haven	1869
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	"	" 1870	2d Mort. (F.) for \$1,000,000 (80m.)	200,000	6	April & Oct.	"	1874
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	"	" 80-'85	New Jersey:					
Louisville Loan, Main Stem	849,000	6	April & Oct.	"	" 86-'87	Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York	'73-'87
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	"	" 1886	New London Northern:					
Consolid. 1st mort. for \$8,000,000	600,000	6	April & Oct.	"	" 1893	1st Mortgage	60,000	7	Jan. & July.	New London	1875
Louisville, N. Albany & Chicago:		7	" "	"	" 1899	1st Mortgage, Extension	370,000	7	March & Sept.	"	1885
1st Mort. New Albany & Salem	2,235,000	6	— & —	New York	18—	1st Mort. for \$3,000,000	2,741,000	8	Jan. & July.	New York	1886
McCon and Brunswick:						2d Mort. for \$3,000,000	1,019,000	8	" "	" "	70
1st Mort. endorsed by Georgia	100,000	7	Jan. & July.	New York	1887	1st Mort. construction (80 m.)	1,903,000	8	April & Oct.	New York	1889
McMinnville and Manchester:						2d Mort. (F.) for \$1,000,000 (80m.)	40,000	8	Jan. & July.	" "	1887
Tenn. State Loan	772,000	6	Jan. & July.	New York	—	New York Central:					
Mahanoy and Broad Mountain:						Premium, Sinking Fund Bonds	6,189,954	6	May & Nov.	New York	1883
1st Mortgage	250,000	6	Jan. & July.	Philadelphia	1884	Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	"	1876
Maine Central:						Bonds for B. & N. Falls R.R. Co.	77,000	6	May & Nov.	"	1883
\$1,100,000 Loan	1,095,000	6	Feb. & Aug.	Boston	'90-'91	Bonds for railroad stocks	594,000	6	" "	"	—
\$400,000 Loan	315,200	6	June & Dec.	"	1870-'71	Bonds for real estate	165,000	6	" "	"	1883
Bangor City Loan	660,000	6	April & Oct.	"	1874	Bonds and mortgages	176,865	7	various	"	var.
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor	1870	Convertible bonds	453,000	7	Feb. & Aug.	"	1876
Marietta and Cincinnati:						Renewal bonds of 1868	2,900,000	6	June & Dec.	"	1887
Memphis and Charleston:						New York and Flushing:					
Tenn. State Loan	1,595,530	6	Jan. & July.	New York	1890	1st Mortgage	125,000	7	— & —	New York	18—
1st Mortgage, Convertible	1,293,000	7	May & Nov.	"	1890	New York and Harlem:					
2d Mortgage	1,000,000	7	Jan. & July.	"	85	1st Mortgage of 1853	3,000,000	7	May & Nov.	New York	1873
Memphis, Clarksville & Louisv.						3d Mortgage of 1858	99,500	7	Jan. & July.	"	1863
Tenn. State Loan	1,582,000	6	Jan. & July.	New York	76	Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	"	1893
Memphis and Little Rock:						New York and New Haven:					
Tenn. State, endorsements	445,000	6	Jan. & July.	New York	1890	1st Mortgage	1,068,500	6	April & Oct.	New York	1875
Mortgage (road and land)	600,000	8	May & Nov.	"	1890	2d Mortgage	230,000	6	Feb. & Aug.	"	1876
Michigan Central:						Improvement Bonds	100,000	7	Jan. & July.	New York	1881
1st Mortgage, sterling	467,489	6*	Jan. & July.	London	1872	Extension Bonds	250,000	6	May & Nov.	"	1883
1st Mortgage, sterling, convertible	500,000	8*	March & Sept.	"	1869	Norfolk and Petersburg:					
1st Mortgage, dollars, convertible	1,177,000	8	"	New York	1869	1st Mortgage	297,750	7	Jan. & July.	New York	'65-'70
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	"	112	2d Mortgage	328,800	8	" "	"	80
Consol. Sinking Fund Mortgage	4,231,500	8	"	"	1882	2d Mortgage for \$300,000	6,000	8	" "	Norfolk	1869
Michigan Southern & North. Ind.:						North Eastern:					
1st Mortgage, Sinking Fund	6,094,000	7	May & Nov.	New York	1885	1st Mortgage	700,000	7	March & Sept.	Charleston	1869
2d Mortgage	2,693,000	7	"	"	1877	2d Mortgage for \$300,000	145,000	7	" "	"	1868
Goshen Air Line Mortgage	637,000	7	Feb. & Aug.	"	1868	Interest Certificates	228,086	7	Jan. & July.	"	1875
Detroit, Monroe & Toledo Mort.	924,000	7	"	"	1876	North Missouri:					
Mufflin and Centre County:						1st Mortgage for \$6,000,000	3,000,000	7	Jan. & July.	New York	1898
1st Mortgage	145,000	6	April & Oct.	Philadelphia	1885	North Pennsylvania:					
Milwaukee & Chicago, (40 miles):						1st Mortgage	2,638,349	6	Jan. & July.	Philadelphia	1890
2d Mortgage, (C. & N. W. R. W.)	182,000	7	Jan. & July.	New York	1874	Chattel Mortgage	377,365	10	April & Oct.	"	1887
3d Mortgage, (" ")	10,500	7	June & Dec.	"	1898	2d Mortgage	274,500	7	— & —	"	18—
Milwaukee and Prairie du Chien:						North Shore, S. L.:					
1st Mortgage	390,500	7	Jan. & July.	New York	1891	1st Mortgage	110,200	7	— & —	New York	18—
Milwaukee and St. Paul:						Northern Central:					
1st Mortgage—370 miles	5,361,000	7	Jan. & July.	New York	91	1st Mortgage, Sinking Fund	1,500,000	6	J. A. J. & O.	Baltimore	irred.
2d Mortgage	1,476,000	7	April & Oct.	"	1884	2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885
1st Mortgage (P. du C.)	3,582,000	8	"	"	90	3d Mortgage, Sinking Fund	1,064,500	6	April & Oct.	"	84
2d Mortgage (P. du C.)	739,000	7	"	"	102	Northern New Hampshire:					
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	"	95	Company Bonds	145,000	6	April & Oct.	Boston	1874
Minnesota Valley:					86	Northern New Jersey:					
1st Mortgage \$6,000 per mile	100,000	7	Jan. & July.	New York	1896	1st Mortgage	300,000	7	Jan. & July.	New York	18—
Mississippi Central:						North Western Virginia:					
1st Mortgage	1,246,000	7	May & Nov.	New York	18—	1st Mortgage	6	— & —			
2d Mortgage	1,517,000	8	Feb. & Aug.	"	6	2d Mortgage	6	Jan. & July.	Baltimore	187—	
Tenn. State Loan	1,078,980	6	Jan. & July.	"	18—	3d Mortgage (B. & O. R. R. Co.)	493,000	6	Jan. & July.	"	92
						Company Bonds	200,000	6	" "	"	90
						Northern New Jersey:					
						1st Mortgage	300,000	7			

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
North Carolina:											
Equipment Bonds of 1857.....	\$330,000	8	March & Sept.	Office, N. Car.	1867	...	Providence, Warren and Bristol:				
New Loan for \$600,000.....	8	"	"	"	1887	...	1st Mortgage.....	\$100,000	8	March & Sept.	Providence.
Ogdensburg and Lake Champlain:							2d Mortgage.....	50,000	8	June & Dec.	1872
1st Mort. conv. into pref. stock..	985,000	7	Jan. & July.	Boston.	1870	100	Quincy and Toledo:				1877
Equipment Bonds.....	300,000	8	"	"	1870-78	102 $\frac{1}{2}$	1st Mortgage.....	500,000	7	May & Nov.	New York.
Ohio and Mississippi:							Raritan and Delaware Bay:				
1st Mortgage, E. Div.....	2,050,000	7	Jan. & July.	New York.	1872	93	1st Mortgage, S. F. (68 m.).....	1,000,000	7	March & Sept.	New York.
1st Mortgage, W. Div.....	850,000	7	"	"	1872	...	2d Mortgage.....	250,000	7	"	1888
2d Mortgage, W. Div.....	750,000	7	"	"	1874	...	Equipment Bonds, convertible.....	208,000	7	"	1888
Income, W. Div.....	221,500	7	April & Oct.	"	1882	...	Tom's River Br. 1st Mort.	74,800	7	"	1876
Consolidated Mort. for \$6,000,000	7	Jan. & July.	"	"	1898	86	Reading and Columbia:				
Old Colony and Newport:							1st Mortgage.....	650,000	7	March & Sept.	Philadelphia.
Company Bonds.....	1,455,000	6	April & Oct.	Boston.	175-76	95	2d Mortgage.....	350,000	7	June & Dec.	1882
Company Bonds.....	32,000	5	March & Sept.	"	1884	86 $\frac{1}{2}$	Rensselaer and Saratoga:				1884
Company Bonds.....	1,388,000	7	Feb. & Aug.	"	1877	103	1st Mortgage (R. & S.).....	150,000	7	Jan. & July.	New York.
Orange, Alexandria & Manassas:							1st Mortgage (Sar. & Whitehall).....	400,000	7	March & Sept.	"
1st Mort. (Alex. to Gordonsville).....	400,000	6	May & Nov.	New York.	1873	80	1st Mort. (Troy, Salem & Rutl.).....	500,000	7	May & Nov.	1890
1st Mort. (Charlotte to Lynchb.).....	1,130,500	6	Jan. & July.	"	1875	...	2d Mortgage (R. & S.).....	450,000	7	Jan. & July.	1890
2d Mort.	573,500	8	May & Nov.	Richmond.	1875	80	Richmond and Danville:				
3d Mort.	85,200	8	March & Sept.	Alexandria.	1880	74	Virginia State Loan.....	600,000	6	Jan. & July.	New York.
Funded Coupons 1st & 2d Mort.	200,600	7	Jan. & July.	New York.	1877	72	Bonds guaranteed by Virginia.....	200,000	7	Feb. & Aug.	1875
Virginia State Loan of '58 & '59.....	249,962	7	"	"	1892-93	...	4th Mortgage.....	423,000	7	"	1875
Oswego and Rome:							4th Mortgage.....	504,000	7	"	1873
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1816	...	Funded Interest.....	82,100	7	"	N. Y. & Rich. '69-76
Income.....	200,000	6	Feb. & Aug.	"	1891	...	Richmond and Fort Wayne:				
Oswego and Syracuse:							1st Mortgage, guaranteed.....	7	— & —	New York.	18—
1st Mortgage.....	498,500	6	Jan. & July.	New York.	170-78	...	Rich, Frederickburg & Potowmac:				
2d Mortgage.....	375,000	7	May & Nov.	"	1885	...	Company Bonds, sterling.....	57,333	6*	Jan. & July.	London.
Pacific of Mo.:							Company Bonds, dollar.....	203,576	6	"	Richmond.
State Loan (20 and 30 years)	7,000,000	6	Jan. & July.	New York.	172-89	...	Company Bonds, dollar.....	271,399	7	"	'69-75
Mortgage, construction.....	1,500,000	7	"	"	1888	...	Richmond and Petersburg:				
St. Louis Loan.....	700,000	6	"	"	1888	...	Company Bonds (coup. & reg.).....	130,500	7	June & Dec.	N. Y. & Rich.
1st (new) Mortgage for \$7,000,000	6*	Feb. & Aug.	"	"	1888	...	Company Bonds (coupons).....	175,000	7	March & Sept.	Philadelphia.
Panama:							1st Mortgage.....	148,200	7	Jan. & July.	New York.
1st Mortgage, Sterling.....	416,000	7*	April & Oct.	London.	1870	...	Rockford, R. Island & St. Louis:				
1st Mortgage, Sterling.....	346,000	7*	"	"	1875	...	1st Mortgage, convertible, S. F. free.....	...	7*	Feb. & Aug.	N. Y. & Lond.
2d Mortgage, Sterling.....	1,912,000	7*	Feb. & Aug.	"	1872	...	Rome, Watertown & Ogdensburg:				
Peninsula (C. & N. W.):							1st Mortgage, Sinking Fund.....	554,500	7	June & Dec.	New York.
1st Mortgage.....	1,075,000	7	March & Sept.	New York.	1898	...	2d Mort. (Watertown & Rome).....	37,000	7	March & Sept.	1891
Pennsylvania:							1st Mort. (Fotsdam & Watert.).	731,600	7	"	100
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	98 $\frac{1}{2}$	Rutland and Burlington:				
2d Mort.	2,597,000	6	April & Oct.	"	1875	96	1st Mortgage.....	1,800,000	7	Feb. & Aug.	Boston.
2d M. stg.	2,283,840	6	"	"	1875	...	2d Mortgage.....	937,500	7	"	1863
General Mortgage.....	59,000	6	— & —	Philadelphia.	18—	...	3d Mortgage.....	440,000	7	"	60
State lien on whole property.....	6,375,734	5	April & Oct.	Harrisburg.	1870	...	Sacramento Valley:				
Short Bonds and Debentures.....	3,400,000	6	— & —	Philadelphia.	18—		1st Mortgage.....	400,000	10*	Jan. & July.	New York.
Pensacola and Georgia:							2d Mortgage.....	329,000	10*	Feb. & Aug.	San Francisco.
1st Mortgage.....	1,185,300	7	Jan. & July.	New York.	18—		St. Joseph and Council Bluffs:				
1st Mortgage (Tallahassee R. R.).....	206,000	7	"	"	18—		St. Louis, Alton and Terre Haute:				
2d Mortgage.....	255,000	8	"	"	18—		1st Mortgage (Series A).....	1,100,000	7	Jan. & July.	New York.
Peoria and Bureau Valley:							1st Mortgage (Series B).....	1,100,000	7	April & Oct.	1894
Peoria, Pekin and Jacksonville:							2d Mortgage preferred (Series C).....	1,400,000	7	Feb. & Aug.	1894
1st Mortgage for \$1,000,000.....	550,000	7	Jan. & July.	New York.	1887	...	2d Mortgage preferred (Series D).....	1,400,000	7	May & Nov.	1894
Petersburg:							2d Mortgage Income (Series E).....	1,700,000	7	"	80
Coupon Bonds.....	66,400	7	Jan. & July.	Petersburg.	171-72	...	St. Louis and Iron Mountain:				
Philadelphia and Baltimore Cent.:							1st Mortgage for \$4,000,000.....	3,000,000	7	Feb. & Aug.	New York.
1st Mortgage.....	575,000	7	Jan. & July.	Philadelphia.	1876	...	St. Louis, Jacksonville & Chicago:				
Philadelphia and Erie:							1st Mortgage (\$15,000 per mile).....	2,250,000	7	April & Oct.	New York.
1st Mortgage (Sunbury & Erie).....	1,000,000	7	April & Oct.	Philadelphia.	1877	99	Equipment Bonds, free.....	...	10	Jan. & July.	1884
1st Mortgage (General).....	5,000,000	6	"	"	1881	87	St. Paul and Chicago:				
2d Mortgage.....	4,000,000	7	"	"	1901	80	1st Mort. S. F. guar. for \$4,000,000.....	...	8	J. A. J. & O.	1892
3d Mortgage for \$3,000,000.....	600,000	6	"	"	1885	...	St. Paul and Pacific 1st Division:				
Philadelphia German & Norist.:							1st Mortgage (10 miles).....	400,000	8	March & Sept.	New York.
Convertible Loan.....	116,100	6	Jan. & July.	Philadelphia.	1882	...	1st Mort. (70 m.) & 2d M. (10 m.).....	700,000	7	Jan. & July.	1892
Philadelphia and Reading:							2d Mortgage and Land Grant.....	1,200,000	7	June & Dec.	1892
Bonds of 1849.....	2,656,600	6	April & Oct.	Philadelphia.	1870	105 $\frac{1}{2}$	General Mort. stg. for £780,000.....	...	7*	Jan. & July.	London.
Bonds of 1861.....	106,000	6	Jan. & July.	"	1871	...	General Mort. dol. for \$7,000,000.....	...	7	"	New York.
Bonds of 1836-43-44-48 and 49.....	2,497,800	6	"	"	1880	89	Salem:				
Bonds of 1857, convertible.....	171,000	6	"	"	1886	...	1st Mortgage.....	100,000	7	Jan. & July.	Philadelphia.
Bonds of 1856, Sterling.....	182,400	5*	"	"	1880	...	1st Mortgage.....	226,900	6	— & —	Boston.
Bonds of 1856, Sterling, conv.	288,000	7*	"	"	1880	...	Sandusky and Cincinnati:				
Mort. bonds of '68, clear of taxes.....	7	April & Oct.	Philadelphia.	1893	105	...	1st Mortgage.....	981,000	7	Feb. & Aug.	New York.
Philadelphia and Trenton:							3d Mortgage.....	148,000	7	— & —	18—
1st Mort. (Camden & Amboy).....	200,000	6	May & Nov.	Philadelphia.	1868	...	1st Mortgage.....	1,290,000	7	Jan. & July.	New York.
Philadelphia, Wilmington & Balt.:							3d Mortgage.....	818,200	7	"	1875
Mortgage Loan, convertible.....	411,000	6	Jan. & July.	Philadelphia.	1884	...	Schuykill Navigation:				
Bonds of 1866.....	1,000,000	6	April & Oct.	"	1884	...	1st Mortgage.....	1,761,213	6	March & Sept.	Philadelphia.
Bonds of 1867.....	415,000	6	"	"	1887	...	3d Mortgage.....	3,986,670	6	Jan. & July.	1872
Pittsburg and Connellsville:							Improvement Bonds.....	362,500	6	May & Nov.	1882
1st Mort. (Turtle Creek Div.).....	400,000	6	Feb. & Aug.	New York.	1880	...	1st Mortgage.....	97,000	6	Jan. & July.	Philadelphia.
Baltimore Loan (bonds & stock).....	1,000,000	6	"	Baltimore.	1886	...	Seaboard and Roanoke:				
Pittsburg, Ft. Wayne & Chicago:							1st Mortgage.....	210,000	7	— & —	New York.
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	101 $\frac{1}{2}$	3d Mortgage.....	71,000	7	— & —	1880
1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	...	Convertible registered.....	128,893	7	— & —	1870
1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	...	Selma and Meridian:				
1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	...	1st Mortgage.....	79,873	7	— & —	Portsmouth.
1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	...	2d Mortgage.....	52,000	7	— & —	1873
1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	...	3d Mortgage.....	665,000	7	— & —	—
2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912	97 $\frac{1}{2}$	Selma, Rome and Dalton:				
2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	...	1st Mort. (Ala. and Tenn. River).....	838,500	7	Jan. & July.	New York.
2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	...	2d Mort. (Ala. and Tenn. River).....	241,100	8	"	1864
2d Mortgage (Series K).....	860,000	7	April & Oct.	"	1912	...	Gen. Mort. (S. R. & D.) free of tax	3,000,000	7	April & Oct.	1887
2d Mortgage (Series L).....	860,000	7	May & Nov.	"	1912	...	Shamokin Valley and Pottsville:				
2d Mortgage (Series M).....	860,000	7	June & Dec.	"	1912	...	1st Mortgage.....	700,000	7	Feb. & Aug.	Philadelphia.
3d Mortgage.....	2,000,000	7	April & Oct.	"	1912	93	2d Mortgage.....	250,000	7	— & —	1872
Bridge (O. & P. R. R.) bonds.....	153,000	7	May & Nov.	"	1912	...	Sioux City and Pacific:				
Pittsburg and Steubenville:							1st Mortgage.....	1,600,000	7	April & Oct.	New York.
1st Mortgage.....	1,000,000	7	Feb. & Aug.	New York.	1881	...	2d Mortgage (Gov. subsidy).....	1,600,000			

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
Shore Line (N. H. & N. L.)						Western Alabama:					
1st Mortgage, reconstruction	\$55,000	7	March & Sept.	New Haven	1880	1st Mortgage, guar. for \$500,000		7	April & Oct.	New York	18—
South Carolina:						West Wisconsin:					
Sterling Bonds £452,912	2,612,944	5*	Jan. & July	London	'71-'85	1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July	London	1883
Sterling Bonds £59,031	262,366	5*	"	Charleston	'71-'85	West Chester and Philadelphia:		7	Jan. & July	Philadelphia	1878
Domestic Bonds	617,187	6	various	"	'68-'74	1st Mortgage, convertible	400,000	7	Jan. & July	Philadelphia	1878
Domestic Bonds	595,500	7	"	"	'68-'72	2d Mortgage, registered	562,000	8	April & Oct.	"	1878
Domestic Bonds	280,000	7	April & Oct.	"	'88-'91	West Jersey:					
South Shore:						Loan of 1861 for \$1,000,000	238,000	6	March & Sept.	Philadelphia	1883
1st Mortgage	150,000	6	Jan. & July	Boston	18—	Loan of 1865 for \$1,000,000	780,000	6	Jan. & July	"	1896
South Side, Va.:						Sterling Loans, £899,900	4,319,520	5*	April & Oct.	London	'68-'71
Virginia State Loan	800,000	6	Jan. & July	New York	'87	Dollar Bonds	936,500	6	"	Boston	1875
2d Mort. guar. by Petersburg	300,000	6	"	Petersburg	'70-'75	Western (Boston and Albany):					
3d Mort. (for City Point R. R.)	175,000	6	"	"	'65-'68	1st Mortgage	400,000	6	Jan. & July	Baltimore	1890
4th Mortgage	314,900	6	"	"	'70-'72	1st Mortgage endorsed by Balt.	200,000	6	"	"	1890
5th Mortgage	119,000	8	"	"	'63-'69	2d Mort. for \$300,000 end. by B.	150,000	6	"	"	86
South Side, L. I.:						2d M. for \$300,000 end. by W. Co.	150,000	6	"	"	1890
1st Mortgage	750,000	7	March & Sept.	New York	1887	Western Pennsylvania:					
South Western:						1st Mortgage, guaranteed	1,283,600	6	April & Oct.	Philadelphia	18—
1st Mortgage	437,900	8	various	Macon	'75-'85	Western Union:					
South West Pacific:						1st Mortgage for \$5,000,000	4,000,000	7	Feb. & Aug.	New York	1896
1st Mort. guar. by At&L & Pacific	2,000,000	7	Jan. & July	New York	1871	Wills Valley:					
Southern Minnesota:						1st M. for \$1,000,000 end. by Ala.		7	— & —	—	18—
1st Mortgage L. G. for \$1,000,000	900,000	7	Jan. & July	New York	1885	Wilms, Charlotte & Rutherford:					
Springfield and Columbus:						N. Car. State Loan	2,320,000	6	Jan. & July	New York	'90-'92
1st Mortgage	150,000	7	Jan. & July	New York	1871	1st Mortgage guar. by State		8	"	"	1897
Staten Island:						Wilmington and Manchester:					
1st Mortgage	200,000	7	Jan. & July	New York	1886	1st Mortgage	596,000	7	June & Dec.	New York	1866
Steubenville and Indians:						2d Mortgage	200,000	7	May & Nov.	"	1873
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia	1870	Income Bonds	160,000	7	March & Sept.	Wilmington	1864
Sullivan:						Consol. Mortgage for \$2,000,000	75,000	7	Jan. & July	"	1862
1st Mortgage	500,000	6	Jan. & July	Boston	1875	Wilmington and Weldon:		7	May & Nov.	New York	'92-'92
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	1st Mortgage, Sterling	576,888	6*	Jan. & July	London	1881
Syracuse, Binghamton and N. Y.:						2d Mortgage, Sterling	197,777	7*	"	"	1886
1st Mortgage	1,721,514	7	April & Oct.	New York	1876	Sinking Fund Mortgage	508,000	7	April & Oct.	New York	1896
Tallahassee:						Winchester and Alabama:					
1st Mortgage	206,000	7	Jan. & July	New York	18—	Tenn. State Loan	1,098,259	6	Jan. & July	New York	'88-'96
Tioga:						Winchester and Potomac:					
1st Mortgage	250,500	7	May & Nov.	Philadelphia	1872	Stg. State Loan	85,333	6	August	Richmond	
Toledo, Logansport & Burlington:						Trust Bonds	120,000	7	Jan. & July	Baltimore	1867
1st Mortgage	800,000	7	Feb. & Aug.	New York	1884	Winona and St. Peter:					
Toledo, Peoria and Warsaw:						1st Mortgage (C. & N. W.)		7	Jan. & July	New York	18—
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York	1894	Wrightsville, York & Gettysburg:					
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	"	1896	1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore	1867
Toledo, Wabash and Western:						York and Cumberland (N. Cent.):					
1st Mort.	900,000	7	Feb. & Aug.	New York	1890	1st Mortgage	175,000	6	May & Nov.	Baltimore	1870
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	"	"	2d Mortgage	25,000	6	Jan. & July	"	1871	
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	3d Mortgage	500,000	6	"	"	1877	
2d Mort. (Tol. & West. 167 m.)	1,500,000	7	"	"	C. N. A. B. D.						
Equipm't Bonds (T. & W. 75m.)	600,000	7	"	"	Chesapeake and Delaware:						
S. F. B. (Tol. W. & W. 499 m.)	269,000	7	April & Oct.	"	1st Mortgage	2,254,000	7	Jan. & July	Philadelphia	1882	
Consol. M. (T. W. & W. 499 m.)	1,880,000	7	J. A. & O.	"	Chesapeake and Ohio:						
Troy and Boston:						State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore	1870
1st Mortgage	300,000	7	Jan. & July	New York	1887	Sterling, guaranteed	4,375,000	5*	"	London	1890
2d Mortgage	300,000	7	April & Oct.	"	Preferred Bonds	1,699,500	6	Jan. & July	Baltimore	1865	
3d Mortgage	650,000	7	May & Nov.	"	Delaware Division:						
Convertible Bonds	300,000	7	March & Sept.	Troy	1882	1st Mortgage	800,000	6	Jan. & July	Philadelphia	1878
Troy Union:						Delaware and Hudson:					
1st Mortgage, guaranteed	500,000	6	Jan. & July	New York	1873	1st Mortgage	531,000	7	March & Sept.	New York	1870
2d Mortgage, guaranteed	180,000	6	"	"	1st Mortgage (new)	1,500,000	7	May & Nov.	"	1877	
Union and Logansport:						Delaware and Raritan (See Camden and Amboy R. R.):					
1st Mortgage	1,834,000	7	June & Dec.	New York	1905	1st Mortgage	673,798	7	Jan. & July	Philadelphia	1865
Union Pacific:						Interest Bonds	161,960	7	"	"	18—
1st Mortgage, free	20,168,000	6	Jan. & July	New York	1897-8	Illinois and Michigan:					
2d Mortgage (Gov. subsidy)	20,168,000	6	"	"		Ill. State bonds, sterling, coup.	767,222	6*	April & Oct.	London	1870
Union Pacific-Central Branch:						Ill. State bonds, sterling, reg.	500,967	6	"	"	1870
1st Mortgage	1,600,000	6	May & Nov.	New York	1895	Ill. State bonds, stg. coup. & reg.	32,700	6*	"	New York	1870
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July	"	Gold Loan	35,400	6	Jan. & July	"	1870	
Union Pacific-Eastern Division:						Lehigh Coal and Navigation:					
1st Mortgage	6,400,000	6	June & Dec.	New York	1895	1st Loan	384,162	6	J. A. J. & O.	Philadelphia	1870
2d Mortgage (Gov. subsidy)	6,400,000	6	Jan. & July	"	2d Loan	5,606,122	6	"	"	1884	
Vermont Central:						3d Loan	2,000,000	6	"	"	824
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia	1806	Gold Loan	5,000,000	6*	June & Dec.	"	1897
2d Mortgage	1,500,000	7	Jan. & July	Boston	1867	Convertible Loan	1,201,850	6	"	"	1877
Equip. Loan (Vt. C. & Vt. & Co.)	1,000,000	8	May & Nov.	"	Monongahela Navigation:						76
Vermont and Massachusetts:						1st Mortgage	125,000	6	Jan. & July	Pittsburg	1887
1st Mortgage	550,000	6	Jan. & July	Boston	1883	2d Mortgage	57,000	6	"	"	18—
Vermont Valley:						Morris (and Banking):					
1st Mortgage	386,000	7	April & Oct.	New York	1860	1st Mortgage	465,500	6	April & Oct.	Jersey City	1876
1st Mortgage	114,000	6	"	Boston	1860	2d Mortgage	302,750	6	"	"	1876
2d Mortgage	293,200	7	"	"	Boat Loan	232,087	6	"	"	1885	
Vicksburg and Meridian:						North Branch:					
Consolidated Mort.—1st class	722,500	7	Jan. & July	Philadelphia	1890	1st Mortgage	590,000	6	May & Nov.	Philadelphia	1876
" 2d class	850,000	7	or	"		1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia	1872
" 3d class	154,000	7	April & Oct.	"		2d Mortgage	3,980,670	6	Jan. & July	"	1882
" 4th class	1,263,000	7	"	"		Improvement Loan	1,601,670	6	May & Nov.	"	1876
Funded Coupons	420,000	7	"	"		Susquehanna and Tide Water:					
Special Loan	200,000	8	"	"		Md. State Loan, sterling	1,000,000	6	Jan. & July	London	1885
Virginia Central:						Coupon Bonds	1,250,000	6	"	Baltimore	1878
State Loan	210,000	6	Jan. & July	New York	1891	Preferred Interest Bonds	325,000	6	"	"	56
1st Mortgage (guar. by State)	100,000	6	"	N. Y. & Rich.	1880	Union (Pa.):					
2d Mortgage	206,500	6	"	"		1st Mortgage	3,000,000	6	May & Nov.	Philadelphia	1883
3d Mortgage	983,000	6	"	"		West Branch and Susquehanna:					
Income and other unsecured bds	116,125	8	"	"		1st Mortgage, sinking fund	750,000	6	Jan. & July	Philadelphia	1878
Virginia and Tennessee.						Wyoming Valley:					
1st Mortgage	494,000	6	Jan. & July	New York	1873	1st Mortgage	600,000	6	Jan. & July	Philadelphia	1878
2d Mortgage	23,500	6	"	"		1st Mortgage	4,857,000	7	May & Nov.	New York	1875
3d Mortgage (Enlarged)	990,000	6	"	"		Bonds of American Tel. Co.	89,500	7	Jan. & July	"	85
Income Bonds	138,500	6	"	"							1873
Funding Bonds (\$1,000,000)	736,000	8	"	"							
Warren:											
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York	1875						
Warren and Franklin:											
1st Mortgage	1,987,000	7	— & —	Philadelphia	18—						
Warwick Valley:											
1st Mortgage	95,000	7	April & Oct.	New York	1880						

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Indicates (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad," A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained." State and Railroads are distinguished by a "1."

Abstract of General Balance Sheet.

Railroad	Cars.	Rolling Stock.		Property and Assets.		Liabilities.		Operations.		Earnings.		Value of Shares		
		Freight.	R. M. E.	Companies.		Market.	Par.	Dividends.		Net	Gross.	Freight.		
				Rolling Stock.	Assets	Surplus Income.	Par.	Passenger.	Freight.					
Railroad	Cars.	Rolling Stock.	Assets	Surplus Income.	Accounts.	Bonds.	Stocks.	Passenger.	Freight.	Net	Gross.	Freight.	Value of Shares	
Year ending.		M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.		
Sept. 30, 1867	25.0	0.4157.0	1	6	Adirondack and Florida.	.....	New York.	2,079,058	4,183,000	915,000	418,711	127,182	18,406,103	83,992
Sept. 30, 1867	114.0	8.9	14	5	Alabama and Florida.	.....	Alabama.	2,401,766	142,248	1,537,100	420,289	114.0	66,865	100
Sept. 30, 1867	108.0	9.9	32.0	7	Albany and Susquehanna.	1	New York.	4,476,083	439,846	1,774,824	2,486,000	354,549	484,228	100
Oct. 31, 1867	132.0	12.0	15	10	Allegheny Valley.	.....	Pennsylvania.	6,000,000	690,825	2,000,000	4,000,000	69.0	230,215	100
Jun. 30, 1867	98.5	5.0	102	8	Allegheny.	.....	.....	.....	.....	.....	.....	186.132	50	
Nov. 30, 1867	23.0	3.7	17	8	Ashuelot.	.....	New Hampshire.	505,000	63,417	117,052	1,223,000	31,470	111,607	8
Jun. 30, 1868	86.7	8.2	17	6	Atlanta and Great West.	N. E. & P. M. & O.	Atlanta.	1,200,250	447,708	404,447	27,788,925	29,889,901	1,049,166	826,470
Oct. 31, 1867	387.3	156.9	56	3	Atlanta and Gulf.	5	Georgia.	4,862,749	378,236	1,382,960	1,382,960	712,155	613,875	100
Dec. 31, 1867	236.0	49.0	12.1	9	Atlantic and North Carolina.	5	Carolina.	1,026,000	63,020	1,250,000	1,250,000	450.0	252,971	100
May 31, 1867	94.9	7.7	9	6	Atlantic and North Carolina.	5	Georgia.	1,166,717	63,175	1,166,717	1,166,717	61.3	100	100
Jun. 30, 1867	149.0	25.0	45	17	Atlantic and North Carolina.	5	Georgia.	1,166,717	63,175	1,166,717	1,166,717	61.3	100	100
Sept. 30, 1867	15.5	0.5	2	3	Axon, Genesee and Mount Morris.	N. Y.	198,592	15,656	2,000	12,710	194,225	8,508	6,616	
Sept. 30, 1867	186.7	5.5	243	130	Baltimore and Ohio.	1	Ohio.	2,150,250	63,417	117,052	1,223,000	31,470	86.7	100
Sept. 30, 1865	879.6	80	32	3,549	Baltimore and Ohio.	1	Ohio.	2,150,000	708,013	1,080,000	1,084,929	379,613	529,323	100
Sept. 30, 1865	146.0	20.0	200	.....	Washington Branch.	1	Maryland.	1,166,000	63,020	1,250,000	1,250,000	683,013	30.0	100
Sept. 30, 1865	103.5	20.0	55.0	3	Parkersburg Branch.	W.	Virginia.	1,166,000	63,020	1,250,000	1,250,000	103.5	436.7	100
Dec. 31, 1867	45.0	4.6	36.0	3	Paducah and Marquette.	W.	Michigan.	1,445,000	63,020	1,420,000	1,628,000	207.0	977,790	100
Dec. 31, 1867	203.0	4.6	36.0	22	Bellefontaine.	Ohio & Indiana.	1,445,000	63,020	1,420,000	1,628,000	67.0	262,043	100	
Dec. 31, 1867	186.7	9.1	20	18	Belvidere.	Delaware.	1,445,000	63,020	1,420,000	1,628,000	67.0	262,043	100	
Nov. 30, 1867	197.0	1.7	50	20	Birkebile.	Delaware.	1,445,000	63,020	1,420,000	1,628,000	67.0	262,043	100	
Nov. 30, 1867	1867	15.5	5.1	3	Bloomington and Rutland.	.....	Massachusetts.	500,000	100,000	100,000	100,000	50.0	42,000	100
Sept. 30, 1867	1867	5.5	4	3	Bloomington and Rutland.	.....	Massachusetts.	500,000	100,000	100,000	100,000	50.0	42,000	100
Sept. 30, 1867	1867	18.6	5.1	3	Bloomington and Rutland.	.....	Massachusetts.	500,000	100,000	100,000	100,000	50.0	42,000	100
Sept. 30, 1867	1867	5.4	143	110	Bloomington and Rutland.	.....	New York.	682,346	4,183,000	4,183,000	4,183,000	250.7	441,944	100
Sept. 30, 1867	1867	20.0	41.1	250.8	Boston and Albany.	.....	New York.	17,062,361	4,183,000	4,183,000	4,183,000	241.7	429,257	100
Sept. 30, 1867	1867	28.9	4.2	10.0	Boston and Albany.	.....	Mass. & N. Y.	110,343	4,183,000	4,183,000	4,183,000	28.9	187,753	100
Mar. 31, 1868	98.5	6.7	15	12	Boston, Clinton and Fitchburg.	.....	Mass.	1,860,000	1,860,000	1,860,000	1,860,000	114.3	471,560	100
Nov. 30, 1867	1867	6.7	15	12	Boston, Concord and Montreal.	.....	N. H.	1,860,000	1,860,000	1,860,000	1,860,000	121.3	340,040	100
Nov. 30, 1867	1867	6.7	15	12	Bos., Hart and Erie.	N. M. R. I. O. & N. Y.	Mass.	1,860,000	1,860,000	1,860,000	1,860,000	108.3	267,637	100
Nov. 30, 1867	1867	6.7	15	12	Bos., Hart and Erie.	N. M. R. I. O. & N. Y.	Mass.	1,860,000	1,860,000	1,860,000	1,860,000	107.3	344,717	100
Nov. 30, 1867	1867	6.7	15	12	Bos., Hart and Erie.	N. M. R. I. O. & N. Y.	Mass.	1,860,000	1,860,000	1,860,000	1,860,000	107.3	344,717	100
May 31, 1868	9.0	44.5	43.3	21	Boston and Lowell.	.....	Mass.	2,460,961	192,829	454,886	85,593	1,589,150	944,500	126,236
May 31, 1868	9.0	44.5	43.3	21	Boston and Lowell.	.....	Mass.	2,460,961	192,829	454,886	85,593	1,589,150	944,500	126,236
May 31, 1868	9.0	44.5	43.3	21	Boston and Lowell.	.....	Mass.	2,460,961	192,829	454,886	85,593	1,589,150	944,500	126,236
May 31, 1868	9.0	44.5	43.3	21	Boston and Lowell.	.....	Mass.	2,460,961	192,829	454,886	85,593	1,589,150	944,500	126,236
May 31, 1868	9.0	44.5	43.3	21	Boston and Lowell.	.....	Mass.	2,460,961	192,829	454,886	85,593	1,589,150	944,500	126,236
May 31, 1868	9.0	44.5	43.3	21	Boston and Lowell.	.....	Mass.	2,460,961	192,829	454,886	85,593	1,589,150	944,500	126,236
May 31, 1868	9.0	44.5	43.3	21	Boston and Lowell.	.....	Mass.	2,460,961	192,829	454,886	85,593	1,589,150	944,500	126,236
May 31, 1868	9.0	44.5	43.3	21	Boston and Lowell.	.....	Mass.	2,460,961	192,829	454,886	85,593	1,589,150	944,500	126,236
May 31, 1868	9.0	44.5	43.3	21	Boston and Lowell.	.....	Mass.	2,460,961	192,829	454,886	85,593	1,589,150	944,500	126,236
May 31, 1868	9.0	44.5	43.3	21	Boston and Lowell.	.....	Mass.	2,460,961	192,829	454,886	85,593	1,589,150	944,500	126,236
May 31, 1868	9.0	44.5	43.3	21	Boston and Lowell.	.....	Mass.	2,460,961	192,829	454,886	85,593	1,589,150	944,500	126,236
May 31, 1868	9.0	44.5	43.3	21	Boston and Lowell.	.....	Mass.	2,460,961	192,829	454,886	85,593	1,589,150	944,500	126,236
May 31, 1868	9.0	44.5	43.3	21	Boston and Lowell.	.....	Mass.	2,460,961	192,829	454,886	85,593	1,589,150	944,500	126,236
May 31, 1868	9.0	44.5	43.3	21	Boston and Lowell.	.....	Mass.	2,460,961	192,829	454,886	85,593	1,589,150	944,500	126,236
May 31, 1868	9.0	44.5	43.3	21	Boston and Lowell.	.....	Mass.	2,460,961	192,829	454,886	85,593	1,589,150	944,500	126,236
May 31, 1868	9.0	44.5	43.3	21	Boston and Lowell.	.....	Mass.	2,460,961	192,829	454,886	85,593	1,589,150	944,500	126,236
May 31, 1868	9.0	44.5	43.3	21	Boston and Lowell.	.....	Mass.	2,460,961	192,829	454,886	85,593	1,589,150	944,500	126,236
May 31, 1868	9.0	44.5	43.3	21	Boston and Lowell.	.....	Mass.	2,460,961	192,829	454,886	85,593	1,589,150	944,500	126,236
May 31, 1868	9.0	44.5	43.3	21	Boston and Lowell.	.....	Mass.	2,460,961	192,829	454,886	85,593	1,589,150	944,500	126,236
May 31, 1868	9.0	44.5	43.3	21	Boston and Lowell.	.....	Mass.	2,460,961	192,829	454,886	85,593	1,589,150	944,500	126,236
May 31, 1868	9.0	44.5	43.3	21	Boston and Lowell.	.....	Mass.	2,460,961	192,829	454,886	85,593	1,589,150	944,500	126,236
May 31, 1868	9.0	44.5	43.3	21	Boston and Lowell.	.....	Mass.	2,460,961	192,829	454,886	85,593	1,589,150	944,500	126,236
May 31, 1868	9.0	44.5	43.3	21	Boston and Lowell.	.....	Mass.	2,460,961	192,829	454,886	85,593	1,589,150	944,500	126,236
May 31, 1868	9.0	44.5	43.3	21	Boston and Lowell.	.....	Mass.	2,460,961	192,829	454,886	85,593	1,589,150	944,500	126,236
May 31, 1868	9.0	44.5	43.3	21	Boston and Lowell.	.....	Mass.	2,460,961	192,829	454,886	85,593	1,589,150	944,500	126,236
May 31, 1868	9.0	44.5	43.3	21	Boston and Lowell.	.....	Mass.	2,460,961	192,829	454,886	85,593	1,589,150	944,500	126,236
May 31, 1868	9.0	44.5	43.3	21	Boston and Lowell.	.....	Mass.	2,460,961	192,829	454,886	85,593	1,589,150	944,500	126,236
May 31, 1868	9.0	44.5	43.3	21	Boston and Lowell.	.....	Mass.	2,460,961	192,829	454,886	85,593	1,589,150	944,500	126,236
May 31, 1868														

AMERICAN RAILROAD JOURNAL.

159

Dec. 31, 1867 ^{137,9}	9,9	60,3	47	26	10	780 Cleveland, Columbus & Cincinnati, Ohio.	4,047,500	432,584	6,000,000	425,000	395,967	187,81,128,750	51,281,867
Con., Ohio & Ind.	2,000,000	2,000,000	53	46	22	1,120	11,60	32,0	1,542,600	1,542,600	394,81,510	106,176	100,13
Cleveland and Abatington	Ohio.	3,589,000	3,582,000	42	31	11,10	1,00	1,00	1,000,000	1,000,000	378,705	138,8	100,102
Cleveland and Pittsburgh	Ohio & Penn.	3,862,000	966,337	47,472	157	1,472	343,349	5,424,091	3,974,480	2,872,165	287,251	229,251	983,418
Cleveland and Toledo	Ohio	6,601,816	974,001	63,312	128,035	5,600,000	1,200,000	1,200,000	2,500,000	2,500,000	133,8	61,312	60,102
Col., Chic. & Ind. Cent.	Ohio, Ind. & Ill.	26,670,000	1,000,000	11,200	40	39	15	16,707	11,200,000	13,000,000	1,300,000	1,300,000	60,104
Columbus and Xenia	Ohio	1,464,078	*	674,592	62,043	1,768,200	248,000	248,000	80,967	85,846	119,5	56,024	100,62
Mar. 31, 1867	34,6	12,5	28	26	10	400 Concord, Cambria and Pennsylvania, Ohio.	1,600,000	1,600,000	1,600,000	1,600,000	88,724	168,144	146,885
Mar. 31, 1867	34,6	9,0	19,6	21	4	122 Concord and Claremont, New Hampshire.	1,600,000	1,600,000	1,600,000	1,600,000	353,121	144,057	144,057
Mar. 31, 1867	34,6	9,0	19,6	21	4	268 Connecticut and Passumpsic River, Vermont.	1,600,000	1,600,000	1,600,000	1,600,000	374,580	165,392	165,392
Mar. 31, 1867	34,6	11,4	21	11	6	268 Connecticut River, Massachusetts.	1,600,000	1,600,000	1,600,000	1,600,000	1,961,700	144,057	144,057
Mar. 31, 1867	34,6	12,1	14	19	9	268 Connecticut River, Connecticut.	1,600,000	1,600,000	1,600,000	1,600,000	3,289,361	162,065	162,065
Mar. 31, 1867	34,6	9,6	9,6	16	6	268 Connecticut River, Pennsylvania.	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	144,0	144,0
Mar. 31, 1867	34,6	14,6	14,6	16	6	268 Connoocok River, Pennsylvania.	1,600,000	1,600,000	1,600,000	1,600,000	306,270	144,0	144,0
Feb. 20, 1868	588,0	12,0	12,5	16	6	268 Council Bluffs and St. Joseph, Iowa.	1,600,000	1,600,000	1,600,000	1,600,000	594,200	144,0	144,0
Dec. 31, 1867	34,0	3,0	9,1	21	4	412 Cumberland and Pennsylvania, Maryland.	1,600,000	1,600,000	1,600,000	1,600,000	1,316,900	127,000	127,000
Sept. 30, 1867	34,0	3,0	9,1	21	4	197 Cumberland Valley, Pennsylvania.	1,600,000	1,600,000	1,600,000	1,600,000	231,722	77,243	77,243
Dec. 30, 1867	34,0	9,4	12,5	24	4	268 Danbury and Norwalk, Connecticut.	1,600,000	1,600,000	1,600,000	1,600,000	353,276	144,0	144,0
Mar. 31, 1868	110,3	11,4	11,4	12	6	268 Dayton and Michigan, Ohio.	1,600,000	1,600,000	1,600,000	1,600,000	608,266	144,0	144,0
Oct. 31, 1867	50,0	34	12,1	14	9	268 Dayton and Union, Ohio.	1,600,000	1,600,000	1,600,000	1,600,000	11,500	144,0	144,0
Mar. 31, 1867	50,0	34	12,1	14	9	268 Dayton and Western, Ohio.	1,600,000	1,600,000	1,600,000	1,600,000	2,084	144,0	144,0
Jun. 30, 1867	300,000	33,0	33,0	20	4	200 Dayton and Western, Delaware.	1,600,000	1,600,000	1,600,000	1,600,000	2,084	144,0	144,0
Oct. 31, 1867	54,0	34,0	34,0	21	4	268 Delaware, Lack and Western, Pennsylvania.	1,600,000	1,600,000	1,600,000	1,600,000	3,297,704	144,0	144,0
Oct. 31, 1867	54,0	34,0	34,0	21	4	268 Detroit and Milwaukee, Michigan.	1,600,000	1,600,000	1,600,000	1,600,000	1,200,000	144,0	144,0
Dec. 31, 1867	24,0	2,5	5,6	21	6	268 Dover and Winnipesaukee, New Hampshire.	1,600,000	1,600,000	1,600,000	1,600,000	1,251,198	144,0	144,0
Mar. 31, 1868	144,0	*	*	*	*	268 Duquesne and Pittsburgh, Pennsylvania.	1,600,000	1,600,000	1,600,000	1,600,000	2,084	144,0	144,0
Dec. 31, 1867	144,0	*	*	*	*	268 Dubuque South Western, Iowa.	1,600,000	1,600,000	1,600,000	1,600,000	2,084	144,0	144,0
Dec. 31, 1867	66,0	*	*	*	*	268 Dutches and Columbia Counties, Pennsylvania.	1,600,000	1,600,000	1,600,000	1,600,000	3,296,800	144,0	144,0
Oct. 30, 1867	54,0	*	*	*	*	268 East Brandywine and Waynes, Pennsylvania.	1,600,000	1,600,000	1,600,000	1,600,000	1,386,020	144,0	144,0
Oct. 31, 1867	54,0	17,5	17,5	17,5	4	268 Eastern Shore, Maryland.	1,600,000	1,600,000	1,600,000	1,600,000	1,234,682	144,0	144,0
Oct. 31, 1867	54,0	17,5	17,5	17,5	4	268 Eastern Shore, Pennsylvania.	1,600,000	1,600,000	1,600,000	1,600,000	1,234,707	144,0	144,0
Oct. 31, 1867	54,0	17,5	17,5	17,5	4	268 East Mahanoy, Pennsylvania.	1,600,000	1,600,000	1,600,000	1,600,000	1,234,707	144,0	144,0
Oct. 31, 1867	38,0	7,8	7,8	7,8	4	268 East Pennsylvania, Pennsylvania.	1,600,000	1,600,000	1,600,000	1,600,000	1,234,707	144,0	144,0
Jun. 30, 1867	110,8	30,0	30,0	20	4	268 East Tennessee and Virginia, Tennessee.	1,600,000	1,600,000	1,600,000	1,600,000	2,026,000	144,0	144,0
Jun. 30, 1867	110,8	30,0	30,0	20	4	268 East Tennessee and Virginia, Tennessee.	1,600,000	1,600,000	1,600,000	1,600,000	2,026,000	144,0	144,0
Jun. 30, 1867	110,8	30,0	30,0	20	4	268 Edgefield and Kentucky, Tennessee.	1,600,000	1,600,000	1,600,000	1,600,000	2,026,000	144,0	144,0
Jun. 30, 1867	110,8	30,0	30,0	20	4	268 Elmira and Williamson, New York.	1,600,000	1,600,000	1,600,000	1,600,000	2,026,000	144,0	144,0
Oct. 31, 1867	110,8	30,0	30,0	20	4	268 Erie and Pittsburg, Pennsylvania.	1,600,000	1,600,000	1,600,000	1,600,000	2,026,000	144,0	144,0
Dec. 31, 1867	110,8	30,0	30,0	20	4	268 Erie and Pittsburgh, Pennsylvania.	1,600,000	1,600,000	1,600,000	1,600,000	2,026,000	144,0	144,0
Dec. 31, 1867	110,8	30,0	30,0	20	4	268 European and North American, New Jersey.	1,600,000	1,600,000	1,600,000	1,600,000	2,026,000	144,0	144,0
Dec. 31, 1867	110,8	30,0	30,0	20	4	268 European and North American, New York.	1,600,000	1,600,000	1,600,000	1,600,000	2,026,000	144,0	144,0
Aug. 31, 1867	110,8	30,0	30,0	20	4	268 Evansville and Crawfordsville, Indiana.	1,600,000	1,600,000	1,600,000	1,600,000	2,026,000	144,0	144,0
Oct. 31, 1867	110,8	30,0	30,0	20	4	268 Evansville, Henderson and Nashville, Kentucky.	1,600,000	1,600,000	1,600,000	1,600,000	2,026,000	144,0	144,0
Oct. 31, 1867	110,8	30,0	30,0	20	4	268 Fayette County, Pennsylvania.	1,600,000	1,600,000	1,600,000	1,600,000	2,026,000	144,0	144,0
Oct. 31, 1867	110,8	30,0	30,0	20	4	268 Fitchburg and Worcester, Massachusetts.	1,600,000	1,600,000	1,600,000	1,600,000	2,026,000	144,0	144,0
Oct. 31, 1867	110,8	30,0	30,0	20	4	268 Flushing and Brooklyn, New York.	1,600,000	1,600,000	1,600,000	1,600,000	2,026,000	144,0	144,0
Dec. 31, 1867	110,8	30,0	30,0	20	4	268 Flushing and New Haven, Connecticut.	1,600,000	1,600,000	1,600,000	1,600,000	2,026,000	144,0	144,0
Dec. 31, 1867	110,8	30,0	30,0	20	4	268 Florida, Atlantic and Gulf Central, Florida.	1,600,000	1,600,000	1,600,000	1,600,000	2,026,000	144,0	144,0
Dec. 31, 1867	110,8	30,0	30,0	20	4	268 Freehold, Jamesburg Agricultural, New Jersey.	1,600,000	1,600,000	1,600,000	1,600,000	2,026,000	144,0	144,0
Dec. 31, 1867	110,8	30,0	30,0	20	4	268 Georgia, Franklin and Monroe, Georgia.	1,600,000	1,600,000	1,600,000	1,600,000	2,026,000	144,0	144,0
Dec. 31, 1867	110,8	30,0	30,0	20	4	268 Grand Rapids and Indiana, Indiana.	1,600,000	1,600,000	1,600,000	1,600,000	2,026,000	144,0	144,0
Dec. 31, 1867	110,8	30,0	30,0	20	4	268 Grand River Valley, Michigan.	1,600,000	1,600,000	1,600,000	1,600,000	2,026,000	144,0	144,0
Dec. 31, 1867	110,8	30,0	30,0	20	4	268 Great Western, Canada.	1,600,000	1,600,000	1,600,000	1,600,000	2,026,000	144,0	144,0
Dec. 31, 1867	110,8	30,0	30,0	20	4	268 Great Western, Canada.	1,600,000	1,600,000	1,600,000	1,600,000	2,026,000	144,0	144,0
July 31, 1867	123	123	123	123	4	268 Greenville and Columbia, South Carolina.	1,600,000	1,600,000	1,600,000	1,600,000	2,026,000	144,0	144,0
Aug. 31, 1867	143,5	23	23	23	4	268 Greenville and Columbia, South Carolina.	1,600,000	1,600,000	1,600,000	1,600,000	2,026,000	144,0	144,0
Aug. 31, 1867	143,5	23	23	23	4	268 Greenville and Columbia, South Carolina.	1,600,000	1,600,000	1,600,000	1,600,000	2,026,000	144,0	144,0
Aug. 31, 1867	143,5	23	23	23	4	268 Greenville and Columbia, South Carolina.	1,600,000	1,600,000	1,600,000	1,600,000	2,026,000	144,0	144,0
Aug. 31, 1867	143,5	23	23	23	4	268 Greenville and Columbia, South Carolina.	1,600,000	1,600,000	1,600,000	1,600,000	2,026,000	144,0	144,0
Aug. 31, 1867	143,5	23	23	23	4	268 Greenville and Columbia, South Carolina.	1,600,000	1,600,000	1,600,000	1,600,000	2,026,000	144,0	144,0
Aug. 31, 1867	143,5	23	23	23	4	268 Greenville and Columbia, South Carolina.	1,600,000	1,600,000	1,600,000	1,600,000	2,026,000	144,0	144,0
Aug. 31, 1867	143,5	23	23	23	4	268 Greenville and Columbia, South Carolina.	1,600,000	1,600,000	1,600,000	1,600,000	2,026,000	144,0	144,0
Aug. 31, 1867	143,5	23	23	23	4	268 Greenville and Columbia, South Carolina.	1,600,000	1,600,000	1,				

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in "Italics."

Abstract of General Balance Sheet.

Year ending.	Railroad.	Property and Assets.		Liabilities.		Operations.		Earnings.		Value of Shares.		
		Rolling Stock.	Cars.	Accounts and Cash.	Assets.	Surplus Income.	Dividends.	Market. Par.				
Oct. 31, 1867	M. M.	23,6	21	6	31,975	Lackawanna and Bloomsburg ... Penn.	\$	\$	\$	\$		
Dec. 31, 1867	M. M.	80,0	21	6	21,256	Lake Erie and Louisville ... Ohio & Ind.	3,261,358	521,772	3,246,446	50		
Dec. 31, 1867	M. M.	116,0	3	2	1	25	Leavenworth, Lawrence & Galveston, Kansas.	116,000	840,260	68,680	100	
Jan. 1, 1868	M. M.	15,0	1	1	1	Lehigh and Susquehanna ... Pennsylvania.	515,100	375,100	290,000	50		
Oct. 31, 1867	M. M.	91,0	46,8	16,0	33	8	21,847	11,455,000	10,731,400	1,487,000	10,731,400	
Oct. 31, 1867	M. M.	101,0	60,2	148,6	90	10	11,366	11,455,000	10,731,400	1,487,000	10,731,400	
Nov. 30, 1867	M. M.	6,6	2	2	2	2	11,295	11,455,000	10,731,400	1,487,000	10,731,400	
Dec. 31, 1867	M. M.	12,0	0,8	2	2	2	11,295	11,455,000	10,731,400	1,487,000	10,731,400	
Jun. 30, 1868	M. M.	22,0	0,3	0,3	0,3	0,3	11,295	11,455,000	10,731,400	1,487,000	10,731,400	
Nov. 30, 1867	M. M.	91,0	46,8	16,0	33	8	21,847	11,455,000	10,731,400	1,487,000	10,731,400	
Oct. 31, 1867	M. M.	101,0	60,2	148,6	90	10	11,366	11,455,000	10,731,400	1,487,000	10,731,400	
Nov. 30, 1867	M. M.	6,6	2	2	2	2	11,295	11,455,000	10,731,400	1,487,000	10,731,400	
Dec. 31, 1867	M. M.	12,0	0,8	2	2	2	11,295	11,455,000	10,731,400	1,487,000	10,731,400	
Jun. 30, 1868	M. M.	22,0	0,3	0,3	0,3	0,3	11,295	11,455,000	10,731,400	1,487,000	10,731,400	
Nov. 30, 1867	M. M.	84,2	44,7	44,7	45	40	24	713	11,455,000	10,731,400	1,487,000	10,731,400
Nov. 30, 1867	M. M.	186,7	163,3	3,0	24,6	24	24	11,295	11,455,000	10,731,400	1,487,000	10,731,400
Oct. 31, 1867	M. M.	28,3	3,0	24,6	24	24	24	11,295	11,455,000	10,731,400	1,487,000	10,731,400
Dec. 31, 1867	M. M.	9,0	0	0	0	0	0	0	0	0		
Sept. 30, 1867	M. M.	94,0	26,0	0	0	0	0	0	0	0		
Dec. 31, 1867	M. M.	120	0,8	0	0	0	0	0	0	0		
Jan. 1, 1868	M. M.	15,0	0	0	0	0	0	0	0	0		
Oct. 31, 1867	M. M.	91,0	46,8	16,0	33	8	21,847	Lehigh and Susquehanna ... Pennsylvania.	9,459,625	3,407,489		
Oct. 31, 1867	M. M.	101,0	60,2	148,6	90	10	11,366	Lehigh and Susquehanna ... Pennsylvania.	9,459,625	3,407,489		
Nov. 30, 1867	M. M.	6,6	2	2	2	2	11,295	Lehigh and Susquehanna ... Pennsylvania.	9,459,625	3,407,489		
Dec. 31, 1867	M. M.	12,0	0,8	2	2	2	11,295	Lehigh and Susquehanna ... Pennsylvania.	9,459,625	3,407,489		
Jun. 30, 1868	M. M.	22,0	0,3	0,3	0,3	0,3	11,295	Lehigh and Susquehanna ... Pennsylvania.	9,459,625	3,407,489		
Nov. 30, 1867	M. M.	84,2	44,7	44,7	45	40	24	713	Lehigh and Susquehanna ... Pennsylvania.	9,459,625	3,407,489	
Nov. 30, 1867	M. M.	186,7	163,3	3,0	24,6	24	24	11,295	Lehigh and Susquehanna ... Pennsylvania.	9,459,625	3,407,489	
Oct. 31, 1867	M. M.	28,3	3,0	24,6	24	24	24	11,295	Lehigh and Susquehanna ... Pennsylvania.	9,459,625	3,407,489	
Dec. 31, 1867	M. M.	9,0	0	0	0	0	0	0	0	0		
Sept. 30, 1867	M. M.	94,0	26,0	0	0	0	0	0	0	0		
Dec. 31, 1867	M. M.	120	0,8	0	0	0	0	0	0	0		
Jan. 1, 1868	M. M.	15,0	0	0	0	0	0	0	0	0		
Oct. 31, 1867	M. M.	91,0	46,8	16,0	33	8	21,847	Lehigh and Susquehanna ... Pennsylvania.	9,459,625	3,407,489		
Oct. 31, 1867	M. M.	101,0	60,2	148,6	90	10	11,366	Lehigh and Susquehanna ... Pennsylvania.	9,459,625	3,407,489		
Nov. 30, 1867	M. M.	6,6	2	2	2	2	11,295	Lehigh and Susquehanna ... Pennsylvania.	9,459,625	3,407,489		
Dec. 31, 1867	M. M.	12,0	0,8	2	2	2	11,295	Lehigh and Susquehanna ... Pennsylvania.	9,459,625	3,407,489		
Jun. 30, 1868	M. M.	22,0	0,3	0,3	0,3	0,3	11,295	Lehigh and Susquehanna ... Pennsylvania.	9,459,625	3,407,489		
Nov. 30, 1867	M. M.	84,2	44,7	44,7	45	40	24	713	Lehigh and Susquehanna ... Pennsylvania.	9,459,625	3,407,489	
Nov. 30, 1867	M. M.	186,7	163,3	3,0	24,6	24	24	11,295	Lehigh and Susquehanna ... Pennsylvania.	9,459,625	3,407,489	
Oct. 31, 1867	M. M.	28,3	3,0	24,6	24	24	24	11,295	Lehigh and Susquehanna ... Pennsylvania.	9,459,625	3,407,489	
Dec. 31, 1867	M. M.	9,0	0	0	0	0	0	0	0	0		
Sept. 30, 1867	M. M.	94,0	26,0	0	0	0	0	0	0	0		
Dec. 31, 1867	M. M.	120	0,8	0	0	0	0	0	0	0		
Jan. 1, 1868	M. M.	15,0	0	0	0	0	0	0	0	0		
Oct. 31, 1867	M. M.	91,0	46,8	16,0	33	8	21,847	Lehigh and Susquehanna ... Pennsylvania.	9,459,625	3,407,489		
Oct. 31, 1867	M. M.	101,0	60,2	148,6	90	10	11,366	Lehigh and Susquehanna ... Pennsylvania.	9,459,625	3,407,489		
Nov. 30, 1867	M. M.	6,6	2	2	2	2	11,295	Lehigh and Susquehanna ... Pennsylvania.	9,459,625	3,407,489		
Dec. 31, 1867	M. M.	12,0	0,8	2	2	2	11,295	Lehigh and Susquehanna ... Pennsylvania.	9,459,625	3,407,489		
Jun. 30, 1868	M. M.	22,0	0,3	0,3	0,3	0,3	11,295	Lehigh and Susquehanna ... Pennsylvania.	9,459,625	3,407,489		
Nov. 30, 1867	M. M.	84,2	44,7	44,7	45	40	24	713	Lehigh and Susquehanna ... Pennsylvania.	9,459,625	3,407,489	
Nov. 30, 1867	M. M.	186,7	163,3	3,0	24,6	24	24	11,295	Lehigh and Susquehanna ... Pennsylvania.	9,459,625	3,407,489	
Oct. 31, 1867	M. M.	28,3	3,0	24,6	24	24	24	11,295	Lehigh and Susquehanna ... Pennsylvania.	9,459,625	3,407,489	
Dec. 31, 1867	M. M.	9,0	0	0	0	0	0	0	0	0		
Sept. 30, 1867	M. M.	94,0	26,0	0	0	0	0	0	0	0		
Dec. 31, 1867	M. M.	120	0,8	0	0	0	0	0	0	0		
Jan. 1, 1868	M. M.	15,0	0	0	0	0	0	0	0	0		
Oct. 31, 1867	M. M.	91,0	46,8	16,0	33	8	21,847	Lehigh and Susquehanna ... Pennsylvania.	9,459,625	3,407,489		
Oct. 31, 1867	M. M.	101,0	60,2	148,6	90	10	11,366	Lehigh and Susquehanna ... Pennsylvania.	9,459,625	3,407,489		
Nov. 30, 1867	M. M.	6,6	2	2	2	2	11,295	Lehigh and Susquehanna ... Pennsylvania.	9,459,625	3,407,489		
Dec. 31, 1867	M. M.	12,0	0,8	2	2	2	11,295	Lehigh and Susquehanna ... Pennsylvania.	9,459,625	3,407,489		
Jun. 30, 1868	M. M.	22,0	0,3	0,3	0,3	0,3	11,295	Lehigh and Susquehanna ... Pennsylvania.	9,459,625	3,407,489		
Nov. 30, 1867	M. M.	84,2	44,7	44,7	45	40	24	713	Lehigh and Susquehanna ... Pennsylvania.	9,459,625	3,407,489	
Nov. 30, 1867	M. M.	186,7	163,3	3,0	24,6	24	24	11,295	Lehigh and Susquehanna ... Pennsylvania.	9,459,625	3,407,489	
Oct. 31, 1867	M. M.	28,3	3,0	24,6	24	24	24	11,295	Lehigh and Susquehanna ... Pennsylvania.	9,459,625	3,407,489	
Dec. 31, 1867	M. M.	9,0	0	0	0	0	0	0	0	0		
Sept. 30, 1867	M. M.	94,0	26,0	0	0	0	0	0	0	0		
Dec. 31, 1867	M. M.	120	0,8	0	0	0	0	0	0	0		
Jan. 1, 1868	M. M.	15,0	0	0	0	0	0	0	0	0		
Oct. 31, 1867	M. M.	91,0	46,8	16,0	33	8	21,847	Lehigh and Susquehanna ... Pennsylvania.	9,459,625	3,407,489		
Oct. 31, 1867	M. M.	101,0	60,2	148,6	90	10	11,366	Lehigh and Susquehanna ... Pennsylvania.	9,459,625	3,407,489		
Nov. 30, 1867	M. M.	6,6	2	2	2	2	11,295	Lehigh and Susquehanna ... Pennsylvania.	9,459,625	3,407,489		
Dec. 31, 1867	M. M.	12,0	0,8	2	2	2	11,295	Lehigh and Susquehanna ... Pennsylvania.	9,459,625	3,407,489		
Jun. 30, 1868	M. M.	22,0	0,3	0,3	0,3	0,3	11,295	Lehigh and Susquehanna ... Pennsylvania.	9,459,625	3,407,489		
Nov. 30, 1867	M. M.	84,2	44,7	44,7	45	40	24	713	Lehigh and Susquehanna ... Pennsylvania.	9,459,625	3,407,489	
Nov. 30, 1867	M. M.	186,7	163,3	3,0	24,6	24	24	11,295	Lehigh and Susquehanna ... Pennsylvania.	9,459,625	3,407,489	
Oct. 31, 1867	M. M.	28,3	3,0	24,6	24	24	24	11,295	Lehigh and Susquehanna ... Pennsylvania.	9,459,625	3,407,489	
Dec. 31, 1867	M. M.	9,0	0	0	0	0	0	0	0	0		
Sept. 30, 1867	M. M.	94,0	26,0	0	0	0	0	0	0	0		
Dec. 31, 1867	M. M.	120	0,8	0	0	0	0	0	0	0		
Jan. 1, 1868	M. M.	15,0	0	0	0	0	0	0	0	0		
Oct. 31, 1867	M. M.	91,0	46,8	16,0	33	8	21,847	Lehigh and Susquehanna ... Pennsylvania.	9,459,625	3,407,489		
Oct. 31, 1867	M. M.	101,0	60,2	148,6	90	10	11,366	Lehigh and Susquehanna ... Pennsylvania.	9,459,625	3,407,489		
Nov. 30, 1867	M. M.	6,6	2	2	2	2	11,295	Lehigh and Susquehanna ... Pennsylvania.	9,459,625	3,407,489		
Dec. 31, 1867	M. M.	12,0	0,8	2	2	2	11,295	Lehigh and Susquehanna ... Pennsylvania.	9,459,625	3,407,489		
Jun. 30, 1868	M. M.	22,0	0,3	0,3	0,3	0,3	11,295	Lehigh and Susquehanna ... Pennsylvania.	9,459,625	3,407,489		
Nov. 30, 1867	M. M.	84,2	44,7	44,7	45	40	24	713	Lehigh and Susqueh			

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Land Grant Railroads are included in this table. A dash (—) signifies "nil," and running date (----) signifies "not ascertained." State and Railroad are included in this table. A dash (—) signifies "nil," and running date (----) signifies "not ascertained." An asterisk (*) occurring in the column headed "Rolling Stock" signifies that both rolling stock and motive power are included in the figure.

THE BOSTONIAN 11

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST

PASSENGER RAILROAD SHARE LIST.
N. B.—A dash [—] signifies "nil" and leaders [----] "not ascertained."

N. B.—A dash [—] signifies "nil" and leaders [---] "not ascertained."																						
Fiscal year ending.	Length of equipment	Equipment	Companies.				Description.										Amount out- standing.	Pay- able.	Princip- cipal payable.	Market value.		
			Completed: equi- pmt in single car.		In progress or projected.		Cars.				Cost of Road and Equipment.				Indebted- ness.		Earnings.		Market Price.			
			No.	No.	No.	No.	No.	No.	No.	No.	Cost	Share Capital	paid in	Bonded Debt.	Floating Debt.	Gross.	Net.	Dividends on paid capital.	Par Value.	Market Price.		
30 Nov.'67	3.53	m.	11	m.	265	38	MASSACHUSETTS.				\$	\$	\$	\$	\$	6.8	37					
30 Nov.'67	6.84				Broadway, Boston		10,000	119,000	325,000	150,000	64,326	187,427	8,800	7,396	6.8	37						
30 Nov.'67	28.31				Cambridge		402,468	97,894	727,800	91	91	29,480	95.5	9.0	9.0	100						
30 Nov.'67	3.99				Lowell (Horse)		66,908	55,830			1,686	27,268	5,538									
30 Nov.'67	4.97				Lynn and Boston		289,426	200,000	50,000	45.9.4	154,987	1088					10					
30 Nov.'67	12.50				Maiden and Melrose		60,246	200,000	55,768			24,138	loss					25				
30 Nov.'67	3.60				Marginal Freight		91,543	94,200														
30 Nov.'67	3.08				Medford and Charlestown		36,600	21,000	8,000		23,442	2,240		50				25				
30 Nov.'67	42.99				Metropolitan (Boston)		1,523,226	1,250,000			183,193	726,709	129,635	10				65				
30 Nov.'67	7.21				Middlesex (Boston)		499,685	400,000	41,539		79,694	188,085	10,087					60				
31 Nov.'67	3.25				Northampton & Williams.		300,000	300,000			2,311	14,273	1,125									
30 Nov.'67	2.13				North Woburn street		27,242	17,300			13,500	368	loss									
50 Nov.'67	6.45				Quincy		136,840	71,000	66,424	57,592	128,226	loss										
30 Nov.'67	7.1				Salem and South Danvers		195,317	150,000	32,400	6,268	35,637	loss										
30 Nov.'67	3.74				Somerville		75,000	75,000				4,500	4,500	6				39				
30 Nov.'67	2.51				Stoneham street (Boston)		37,300	33,000				8,589	89									
30 Nov.'67	6.84				Suburban		95,000	5,000	(Inc. in Mtl. & Melrose.)													
30 Nov.'67	440	68			Union (Transportation)		303,870	200,000	24,000	117,842	368,851	18,015	6				85					
30 Nov.'67	2.76				Winnisquam		62,152	58,300			2,8	4,300	3,867	4								
30 Nov.'67	4.06				Worcester		84,573	75,800	72,000	20,000												
CONNECTICUT.																						
31 Jan.'64	3.0	3.0	45	7	Fairhaven and Westville		109,000	100,000								8						
31 Dec.'62	8.5		11	3	Hartford and Wethersfield		300,000	300,000														
NEW YORK.																						
30 Sep.'67	7.37		87	6	Albany		139,414	98,000	40,000		71,361	15,873					100					
30 Sep.'67	22.00		53		Bleeker St. & Fulton Ferry		1,746,441	900,000	694,000	44,74	298,418	56,543										
30 Sep.'67	19.76				Broadway (Brooklyn)		280,561	200,000	35,000	10,015	107,736	28,744	8	100								
30 Sep.'67	18.0		103		Broadway & 7th Ave., N. Y.		808,318	210,000	150,000			687,433	258,214	34	100							
30 Sep.'67	8.00		17		Brooklyn, Bath & Coney Is'd		166,285	99,850	80,000	85,172	27,258	3,984										
30 Sep.'67	70.00		207		Brooklyn City		1,800,813	1,600,000	300,000		1,131,193	195,907	12	100								
30 Sep.'67	11.30		49		Brooklyn City & Newtown		553,340	400,000	200,000	20,587	129,267	14,852										
30 Sep.'67	4.12		14		Brooklyn City & Rock, B'k' h		125,586	107,700	45,000			15,085	6,352									
30 Sep.'67	21.0		57		Brooklyn Central & Jamaica		995,783	488,100	488,810	47.3	13,200	9,470										
30 Sep.'67	8.15				Buffalo Street		184,357	50,000	50,000	109,580	76,683	21,455										
30 Sep.'67	1.76				Central City (Syracuse)		29,130	21,130	6,000		1,46	17,656	4,786	84								
30 Sep.'67	24.00		121	14	Cent' Pk., N & E. Riv. (N. Y.)		1,629,963	1,031,500	550,000	64,7	531,916	16,285										
30 Sep.'67	14.82				Coney Island & Brooklyn		64,672	500,000	141,000	47,727	118,307	226										
30 Sep.'67	2.29		201		D. Dock, E. B'dw. & Battery		78,114	1,200,000	672,000	15,000	582,532	89,310	5	100								
30 Sep.'67	18.00		162		Eighth Avenue		1,420,972	1,000,000	203,000		792,574	139,095	12	100								
30 Sep.'67	10.24		49		42d st. & Grand st. Ferry		1,014,204	748,000	260,000			300,969	94,714	5	100							
30 Sep.'67	6.50				Grand st. & Newtown (W'g)		122,000	170.0	38,000	5,00	74,420	18,793	94	100								
30 Sep.'67	8.36				Genesee & Water st. (Syr.)		144,000	44,390	100,600		8,766	419										
30 Sep.'67	10.00		21		Greenpoint & Williamsburg		227,400	95,900	124,000	7,600	88,803	4,518										
30 Sep.'67	3.56				Harlem Br. Morris'ad Ford'm		78,510	75,000			27,600	1,520										
30 Sep.'67	17.00				Kingston and Rondout		361,500	191,500	184,000	4,000	24,961	4,000										
30 Sep.'67	7.00		17		Metropolitan (Brooklyn)		466,295	97,320	167,000		92,671	16,881										
30 Sep.'67	12.20		38		Ninth Avenue (Buffalo)		118,083	80,000	40,000	1,217	66,870	3,345										
30 Sep.'67	6.76				Niagara street (Buffalo)		236,061	133,400	100,000	13,000	48,256	1,501										
30 Sep.'67	10.00		41		Rochester City & Brighton		1,416,512	800,000	700,000	137,61	158,946	9,470					46					
30 Sep.'67	16.00				Second Avenue (N. Y.)		1,571,214	750,000	186,000		563,166	73,564	10	100								
30 Sep.'67	8.37		81		Sixth Avenue (N. Y.)		1,571,214	750,000	186,000													
30 Sep.'67	5.33				Skeaneatles		88,878	87,780	20,000		13,075	5,048	20	100								
30 Sep.'67	2.07				Syracuse and Geddes		25,038	25,000	25,000		6,596	1,176	5	100								
30 Sep.'67	2.07				Syracuse and Onondago		31,000	31,000														
30 Sep.'67	18.00		180		Third Avenue (N. Y.)		2,453,404	1,170,000	1,200,000	50,000	1,184,942	22,222	12	100			180					
30 Sep.'67	3.33				Troy and Albra		71,952	44,150	19,000	112	12,447	2,140										
30 Sep.'67	3.33				Utica and Waterville		301,265	121,172	196,500	1,20	75,176	14,707										
30 Sep.'67	15.50		4		V. Brunt st. & Erie Bas. (B'k'n)		87,000	75,000	12,000	1,5	17,398	2,267										
30 Sep.'67	15.52		4		West Hoboken & Hoboken		204,388	240,000	124,000	2,00	104,223	14,721	9	100								
NEW JERSEY.																						
31 Dec.'62	5.32		7		Hoboken and Hudson City		32,000	30,000			2,000											
31 Dec.'62	5.05	2.50	8		Hoboken and Weehawken		134,400	70,000	60,000		17,228	9,986	3									
31 Dec.'62	10.47				Jersey City & Bergen Point		618,296	287,550	300,000		30,750	124,674	30,586	50								
31 Dec.'62	17.00		150	22	Orange and Newark		100,000	40,000	60,000													
31 Dec.'62	5.80		8		West Hoboken & Hoboken																	
PENNSYLVANIA.																						
31 Oct.'67	9.23		137	26	Citizens' (Pittsburg)		230,480	166,000	50,300	7,707	144,008	52,180	24	50								
31 Oct.'67	1.63		10		Easton & South Easton		22,422	24,500	500		4,971	428	2	25								
31 Oct.'67	10.50				Frankford and Philadelphia		138,365	99,638	50,000	11,664	15,786	loss										
31 Oct.'67	16.37		272	40	Germantown		766,491	491,650	200,000		295,142	56,996										

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterick (*)) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds	Rate.	Paid.	Market Price.
RAILROAD STOCKS:					
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	4	4	4
Atlantic and St. Lawrence* guar.	2,494,000	4	4	4	4
Baltimore and Ohio, pref.	3,000,000	6	6	6	6
Berkshire, * guaranteed.	600,000	7	7	7	7
Blossburg and Corning* guar.	250,000	5	5	5	5
Boston, Concord and Montreal, pref.	1,340,000	6	6	6	6
Buffalo, N. York and Erie* guar.	950,000	7	7	7	7
Camden and Atlantic, pref.	600,000	7	44	44	44
Catwicks, * pref. and guar.	2,200,000	7	7	68	68
Cayuga and Susquehanna, * guar.	689,110	9	9	9	9
Cedar Rapids, Missouri, * preferred and guaranteed.	755,000	7	7	7	7
Central Ohio, preferred.	400,000	7	7	7	7
Chemung, * guar.	380,000	8	6	6	6
Cheshire, preferred.	2,017,815	7	3	694	694
Chicago and Alton, pref.	2,425,400	10	10	153	153
Chicago, Iowa and Nebraska, * guar.	2,600,000	10	10	10	10
Chicago and Northwestern, pref.	16,356,287	7	105	92	92
Cleveland and Mahoning, * guar.	2,056,000	7	7	7	7
Cleveland and Toledo, *† guar.	6,250,000	3½	3½	3½	3½
Cocheclo, preferred.	177,750	8	8	8	8
Connecticut and Passumpsic Rivers, preferred.	1,822,100	6	6	891	891
Cumberland Valley, 1st pref.	241,900	8	8	8	8
“ “ 2d pref.	242,000	8	8	8	8
Delaware, * guaranteed.	1,500,000	6	6	6	6
Dubuque and Sioux City, * preferred and guaranteed.	1,988,170	7	7	90	90
Dubuque Southwestern, pref.	330,308	7	7	7	7
Eastern (N. H.), * guaranteed.	492,500	8	8	8	8
Elmira, Jefferson and Canandaigua, * guaranteed.	500,000	5	5	5	5
Elmira and Williamsport, * guar.	500,000	5	5	5	5
Elmira and Williamsport, * preferred and guaranteed.	500,000	7	7	85	85
Erie, preferred.	8,536,910	7	7	63	63
Hannibal and St. Joseph, pref.	5,253,836	109	109	109	109
Harrisburg and Lancaster, * guar.	1,182,550	7	7	7	7
Houstanic, preferred.	1,180,000	8	4	742	742
Huntingdon & Broad Top Mountain, preferred.	190,750	7	3½	3½	3½
Joliet and Chicago, * guar.	1,500,000	7	7	7	7
Joliet and Northern Indiana, * guar.	300,000	8	8	8	8
Lackawanna and Bloomsburg, pref.	500,000	7	5	5	5
Leeds and Farmington, * guar.	2,646,100	7	7	7	7
Little Schuylkill, * guar.	211,122	9	9	9	9
Louisville, Cincinnati and Lexington, preferred.	6,586,135	6	25	25	25
Marietta and Cincinnati, 1st pref.	4,051,744	6	9	9	9
“ “ 2d pref.	1,000,000	9	9	9	9
Manchester and Lawrence*.	586,800	10	10	10	10
Michigan Southern, guaranteed.	323,375	10	10	10	10
Mill Creek and Mine Hill, * guar.	3,214,250	8	8	105	105
“ “ 2d pref.	1,014,000	7	7	7	7
Milwaukee and St. Paul, preferred.	8,050,892	7	81	81	81
Mine Hill and Schuylkill Haven, * guaranteed.	3,775,000	8	8	8	8
Mount Carbon & Pt. Carbon, * guar.	282,250	12	12	12	12
New Haven and Northampton*.	1,344,000	2	2	2	2
New York and Harlem, pref.	1,500,000	8	8	120	120
Niagara Br. and Canandaigua, * guar.	1,000,000	6	6	6	6
North Eastern (S. C.), preferred.	155,000	8	8	8	8
Ogdensburg and L. Champlain, pref.	1,037,000	8	105	105	105
Ohio and Mississippi, pref.	3,500,000	7	7	76	76
Paterson and Hudson* guar.	630,000	8	8	8	8
Paterson and Ramapo, * guar.	248,000	5	5	5	5
Peoria and Bureau Valley, * guar.	1,200,000	6	6	6	6
Philadelphia and Erie, *.	5,996,700	10	10	10	10
Philadelphia and Reading, pref.	1,551,800	10	10	10	10
Philadelphia and Trenton, * guar.	1,099,120	10	10	10	10
Pittsfield and North Adams, * guar.	450,000	6	6	6	6
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	6	6
Portland, Sago & Portsmouth, * guar.	1,500,000	6	6	6	6
Portsmouth and Concord*.	350,000	7	7	7	7
Richmond, Fredericksb. & Potomac, guaranteed.	142,900	7	7	7	7
Rochester and Genesee Valley*.	557,560	7	7	76	76
Rutland, preferred.	2,040,000	7	68	68	68
St. Louis, Alton and T. H., pref.	445,596	6	6	6	6
Schuylkill Valley, * guar.	576,050	5	5	5	5
Shamokin Valley & Pottsville, * guar.	869,450	5	5	5	5
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	7	7	7
“ “ “ (E. D.) pref.	1,700,000	7	7	7	7
Toledo, Wabash and Western, pref.	1,000,000	7	7	78	78
Troy and Greenbush, * guar.	274,000	7	7	7	7
Vermont and Canada, * guar.	2,500,000	8	8	8	8
Warren, * guar.	1,408,300	7	7	7	7
White Mountains, * guar.	200,000	5	5	5	5
Wright's, York & Gettysburg, * pref.	317,050	2	2	2	2
CANAL STOCKS:					
Delaware Division, * guar.	1,633,350	8	8	8	8
Morris, preferred.	1,175,000	10	10	70	70
Schuylkill Navigation, pref.	2,888,997	6	6	414	414
Union, preferred.	6	6	6	6	6
MISCELLANEOUS STOCKS:					
Cumberland Coal, pref.	6	388	388	388	388
Martpose Mining, pref.	5,774,400	7	7	204	204

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, \$9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1.....per ton 40 — @ 42 —

Pig, American, No. 1 (good to best).....39 — @ 40 —

Pig, American, No. 2.....37 — @ 38 —

Pig, American, Forge.....35 — @ 36 —

Bar, Refined, English and American.....90 — @ 95 —

Bar, Swedes, assorted sizes.....(gold) 82 50 — @ 87 50

STORE PRICES.

Bar, Swedes, ordinary sizes.....— @ 145 —

Bar, English and American, Refined.....60 — @ 92 50

Bar, English and American, Common.....85 — @ 87 50

Scroll.....125 — @ 160 —

Ovals and Half-round.....122 50 — @ 150 —

Band.....125 — @ —

Horse Shoe.....125 — @ —

Rods, 1/8" to 1/16" inch.....100 — @ 160 —

Hoop.....135 — @ 185 —

Nail Rod.....per lb. — @ 8½ — 10

Sheet, Russia, assorted Nos.'s.....(gold) — @ 10½ — 11½

Sheet, Single D. and T. Common.....— @ 5½ — 7

Rails, English.....per ton 55 — @ 56 —

Rails, American.....74 — @ 76 —

Anvils, Eagle.....per lb. — @ 9½ —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast, (2d and 1st quality). per lb. — 18 — @ 22

English Spring (2d and 1st quality).....— 9 — @ 11½

English Blister (2d and 1st quality).....— 11 — @ 19

English Machinery.....— 12½ — @ 15

English German (2d and 1st quality).....— 14 — @ 16

American Blister "Black Diamond".....— 10½ — @ 16

American, Cast, Tool, do. — 19 — @ —

American, Spring, do. — 10 — @ 13

American Machinery do. — 10 — @ 13

American German do. — 10 — @ 13

All Cash.

COPPER—DUTY: Pig, Bar and Ingots, 2½ cents per lb.; Mannfactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14½ to 34 oz per square foot, 3 cents per lb.

Bolts.....per lb. — @ 33 —

Braziers'.....— 33 — @ —

Nails.....— 42 — @ 42

Sheathing, &c., Old.....— 22 — @ 23

Sheathing, Yellow Metal.....— 27 — @ 27

Bolts, Yellow Metal.....— 27 — @ 27

American Ingots.....— 26½ — @ 26½

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Plates.....(gold) per lb. — @ —

Banca.....(gold) per lb. — @ —

Straits.....(gold) — 31 — @ 32

English.....(gold) — 30 — @ 30½

Plates—Fair to good brands. — Gold—Currency.

I. C. Charcoal.....per box 8 75 — @ —

I. C. Coke.....7 — @ 8 —

Coke Terne.....6 12½ — @ 6 25

Charcoal Terne.....8 — @ 8 25 — 11 25 — @ 11 25

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk). per gall. — 21½ — @ 22

Crude, 40 @ 47 gravity (in shipping order).....— 20 — @ —

Refined, in bond, prime L. S. to W. (110 @ 15 test).....— @ —

Residuum.....per bbl. 4 — @ 4 25

GLASS—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2½; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities. New List.

6 by 8 to 7 by 9.....per foot 7 75 — @ 6 —

8 by 10 to 10 by 15.....8 25 — @ 6 50

11 by 14 to 12 by 18.....9 75 — @ 7 —

14 by 16 to 18 by 24.....10 50 — @ 7 50

18 by 22 to 18 by 30.....12 25 — @ 8 —

20 by 30 to 24 by 36.....15 — @ 9 —

24 by 31 to 24 by 36.....16 50 — @ 10 —

25 by 36 to 36 by 44.....17 50 — @ 12 50

30 by 46 to 32 by 48.....20 — @ 13 50

32 by 50 to 32 by 56.....22 — @ 14 50

Above.....23 — @ 16 —

(The above subject to a discount of 45@50 per cent.)

French Window—1st, 2d, 3d & 4th qualities. (New List, March 11th.)

6 by 8 to 8 by 10.....per 50 feet 8 50 — @ 6 25

8 by 11 to 10 by 15.....9 — @ 6 75

11 by 14 to 12 by 18.....10 — @ 7 50

13 by 18 to 16 by 24.....11 — @ 8 —

18 by 22 to 18 by 30.....13 50 — @ 9 —

20 by 30 to 24 by 36.....16 50 — @ 10 —

25 by 36 to 26 by 40.....18 — @ 12 —

28 by 40 to 30 by 48.....20 — @ 16 —

30 by 50 to 32 by 56.....22 — @ 18 —

32 by 58 to 34 by 60.....27 — @ 23 —

(Subject to a discount of 40@50 per cent.)

English sells at 35 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 3.

Thurs. Feb. 29. Sat. 30. M. 1. Tu. 2. W. 3

Atlantic M. S. S. Co.

Boston, Hartford & Erie.

California 7's (gold)

Canton Co.

Central of N. Jersey

Chicago & Alton.

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 3.

Th.28. F.29. Sat.30. M. 1. Tu. 2 W. 3

FEDERAL STOCKS:-

U. S. 5s, 1871, reg.	.....	.....	.....	.....
U. S. 5s, 1871, coup.	.....	.....	.....	.....
U. S. 5s, 1874, reg.	.....	.....	112	112
U. S. 5s, 1874, coup.	.....	.....	.....	.....
U. S. 5s, 10-40s, coup. 108	108	108	108	108
U. S. 5s, 10-40s, reg.	.....	102	102	102
U. S. 5s, 1881, reg. 111	111	111	111	111
U. S. 5s, 1881, coup. 112	112	112	112	112
U. S. 5s, '81, O.W.L.y.	.....	.....	.....	.....
U. S. 5s, 1881, .. y.	.....	108	108	108
U. S. 5s, 5-20s, reg. 62109	113	113	113	113
U. S. 5s, 5-20s, c. 1862.113	113	113	113	113
U. S. 5s, 5-20s, reg. '64.	.....	.....	.....	.....
U. S. 5s, 5-20s, c. 1864.109	109	109	109	109
U. S. 5s, 5-20s, reg. '65.	109	109	109	109
U. S. 5s, 5-20s, c. 1865.110	110	110	110	110
U. S. 5s, 5-20s, r. n. '65.	.....	.....	.....	.....
U. S. 5s, 5-20s, c. n. '65.	108	108	108	108
U. S. 5s, 5-20s, reg. '67.108	108	108	108	108
U. S. 5s, 5-20s, c. 1867.108	108	108	108	108
U. S. 5s, 5-20s, reg. '68.	.....	.....	.....	.....
U. S. 5s, 5-20s, c. '68.	109	109	109	109
U. S. 5s, Pac.R.R. issue 101	101	101	101	101

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Feb. 2.

W.27. Th.28. F.29. Sat.30. M. 1. Tu. 2

Catniss	.....	.....	.....	.....
Camden and Amboy	124	124	124	124
.. 6s, 1870	.....	.....	.....	.....
.. 6s, 1875	.....	.....	.....	.....
.. 6s, 1883	88	88	88	86
.. 6s, 1889	93	93	93	93
Elmira & Williamsport	31	31	31	31
.. pref.	.....	.....	.....	.....
Lehigh Navigation	31	31	31	31
.. 6s, 1884	82	82	82	82
.. Gold L.	90	90	90	90
.. R. R. L.	83	84	84	85
Lehigh Valley R. R.	56	56	56	56
.. 6s, new.	.....	.....	94	94
Little Schuylkill R. R.	43	43	43	43
.. 7s.	.....	.....	.....	.....
Minehill	55	55	55	55
Morris Canal	.....	.....	.....	.....
.. pref.	.....	70	70	70
.. 6s, 1870	.....	.....	.....	.....
North Pennsylvania	34	34	34	34
.. 6s, 1880	89	88	88	88
.. 7s.	88	88	88	88
.. 10s, 1887	.....	.....	.....	.....
Northern Central	49	49	49	49
Pennsylvania R. R.	57	57	57	57
.. 1st M.	98	98	98	98
.. 2d M.	.....	.....	.....	.....
Penn. State, 6s, 1st series	103	103	103	103
.. 6s, 2d series	105	105	105	105
.. 6s, 3d series	106	106	106	106
.. 6s, W. L.	100	100	100	100
Philadelphia City, 6s	97	97	97	97
.. new.	100	100	100	100
Philad. Germ. & Nor.	69	69	69	69
Philad. & Reading	48	48	48	48
.. 7s, 1893	105	105	105	105
Philadelphia and Erie	26	26	26	26
.. 6s.	.....	.....	.....	.....
Schuylkill Navigation	10	10	10	10
.. pref.	20	20	20	20
.. 6s, 1882	68	68	68	68
.. 6s, 1876	.....	.....	.....	.....
.. 6s, 1872	.....	.....	.....	.....
Susq. Canal	6s, 1878	.....	.....	.....
Union Canal, pref.	6s, 1878	.....	.....	.....
Wyoming Valley Canal	6s, 1878	.....	.....	.....
.. bonds	.....	.....	.....	.....
Hestonville, (Horse)	11	11	11	11
Chestnut & Wal.	47	47	47	47
Green & Coates	39	39	39	39
2d and 3d streets	46	46	46	46
Spruce and Pine	.....	.....	.....	.....
13th and 15th sts.	18	18	18	18

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Feb. 2.

W.27. Th.28. F.29. Sat.30. M. 1. Tu. 2

Baltimore City 6s, 1875.	95	95	95	95
.. 1886	.....	.....	.....	.....
.. 1890	93	94	94	94
.. 1893	93	94	94	94
Balt and Ohio	120	120	120	120
.. bonds, 1875.	93	93	93	93
.. 1880.	.....	.....	.....	.....
.. 1885.	94	94	94	94
Marietta & Cin. 1st M.	92	92	92	92
.. 2d M.	74	72	72	72
Northern Central	49	49	49	49
.. bonds, 1885.	83	83	83	83
.. 1900.	.....	.....	.....	.....
N. W. Va. 1st mort.	.....	.....	.....	.....
.. 2d mort.	.....	96	96	96
.. 3d mort.	.....	.....	.....	.....
City Passenger R. R.	17	17	17	17

Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 3.

Th.28. F.29. Sat.30. M. 1. Tu. 2 W. 3

Boston and Albany	146	146	146	146
Boston and Lowell	135	135	136	136
Boston and Maine	135	135	136	136
Boston and Providence	135	135	136	136
Boston, Hartford & Erie	27	27	27	27
.. 7s, new.	.....	63	63	63
Cheeshire, pref.	69	70	69	69
Concord	.....	.....	.....	.....
Connecticut River	123	130	130	130
Eastern	117	116	116	116
Fitchburg	136	136	136	136
Manchester & Lawr'ce	131	130	131	131
Michigan Central	120	120	120	120
Northern, N. H.	113	113	113	113
Ogdens & Lake Champ	68	67	68	69
Old Colony & Newport	95	95	95	95
Ph. Wil. & Baltimore	52	53	52	52
Portl'd, Saco & Ports.	102	102	103	103
Vermont & Canada	102	102	102	101
Vermont & Mass.	63	64	64	64
Vt.C. & Vt. C. Eq. 8s.	103	103	103	103
Broadway (Horse).	.....	.....	.....	.....
Cambridge	.....	.....	.....	.....
Metropolitan	64	65	66	65
Middlesex	.....	.....	.....	.....
Central Mining Co.	.....	.....	.....	.....
Copper Falls	16	16	17	16
Franklin	16	16	15	15
Huron	.....	.....	.....	.....
Isle Royale	.....	.....	.....	.....
National	.....	.....	.....	.....
Minnesota	.....	.....	.....	.....
Pewabic	9	9	9	9
Pittsburg	9	9	9	9
Quincy	25	27	27	27

London Stock Exchange.

Closing Prices—Jan. 8.

Atl. & Gt. West. N. Y. sec. 7 per ct.	.....	.....	.....
1st mort., 1880.	65	70	65
Do. do., 2d mort., 1881.	60	65	60
Do. Penn., 1st mort., 1877.	65	70	65
Do. do., 2d mort., 1882.	60	65	60
Do. Consol. 7 per cent. mort. bonds £100 paid, 1890.	45	46	43
Detroit and Milwaukee 1st mort. 7s.	60	62	60
Do. 2d mort. 8 p. c.	60	63	60
Erie shares 100 dol. all paid.	26	27	26
Do. sterl. 6 p. c. convertible bonds	—	—	—
Do. 3d mort. 7 p. c. 1883.	60	65	60
Illinois Central, 6 per cent., 1875.	.....	.....	.....
Do. Redemption mort. bonds 6 p. c. 99	101	99	101
Do. 7 per cent., 1875.	70	81	78
Do. 100 dol. shares, all paid.	92	93	96
Marietta and Cin. R. R. bonds 7 p. c.	75	80	75
Panama General mort. 7s, 1897.	106	108	106
Penn. R. R. bonds, 2d mort. 6 p. c.	95	97	95
Do. General mort. 6 p. c. 1910.	84	86	84
Philadelphia and Erie 1st mort. 1881.	88	90	88
Do. with option to be paid in Phila.	89	91	89
Do. with option to be paid in Phila.	89	91	89

American Railroad Journal.

Saturday, February 6, 1869.

Stock Exchange and Money Market.
 The Money Market has shown more activity since our last. The available supply of Money has been liberal; but the speculative, as well as the mercantile, demand has been on an enlarged scale, and rates have been well supported at 6@7, generally at 7 per cent. on call, and 7@8 per cent. per annum in the discount form. The banks made a less satisfactory exhibit, in their last weekly return, having reported a loss of \$115,701 in the deposit line, and \$1,079,274 in the specie reserve. They made an addition of \$725,450 to their legal tender average, during the week, and of \$216,490 to their loan and discount footing. These variations, however, have not been deemed of importance. The change to ease is more gradual than that which occurred this time last season, when the loans and discounts were expanded eight millions for the week ending Feb. 1, 1868. The Banks are showing, at present, a commendable caution in view of the fact that, while they temporarily hold nearly four millions more gold, they return ten and a half millions less in greenbacks than at the beginning of February last year. The domestic exchanges are generally in favor of New York, or if adverse, as at New Orleans, the difference is too slight to require the transmission of currency from New York. Trade shows, for the week past, some improvement in the line of exports, and we learn that freight engagements to a fair extent have been made for cotton chiefly per steamer to Liverpool. The market begins to exhibit signs of responding to the recent speculation on this side. The U. S. Sub-Treasury reduced its cash balances, about three millions, last week, and about 4 1/4 millions in all January, holding at the close of the month \$82,673,755, against \$87,901,164 at the beginning of it.

The specie reserve of the city banks is now \$27,784,923, against \$23,955,320 same time last year. The city bank deposits are now \$196,085,462, against \$213,330,524 week ending Feb. 1, 1868. The legal tender reserve amounts to \$54,747,569, against \$65,197,153 same time last year. The circulation now stands at \$34,231,156, against \$34,068,321 same time last year. The loans are now \$265,171,109, against \$266,415,613 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged \$103,226,716 a day, against a daily average of \$111,872,424 the preceding week, and \$112,682,602 the week ending with Jan. 13, 1869. The current week's exchanges average about \$119,450,000 a day. The city banks, last week, lost \$1,079,274 of specie, \$115,701 of deposits, while they gained \$725,450 of legal tender notes. They increased their loans, \$216,490; and reduced their circulation, \$34,790.

National Bank notes to the amount of \$201,200 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to \$312,128,026, against \$282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$12,382,260, leaving, with the existing 1,626 banks, (having an aggregate capital of \$418,858,931,) an actual circulation at this date, of \$299,745,766. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$342,570,600; and for the public deposits, \$35,047,350—making a total of \$377,617,950. The Treasury Department last week redeemed and destroyed \$741,600 of worn and mutilated fractional currency, and issued \$1,054,377 of new. The outstanding amount of fractional currency on the 1st of January, 1869, was \$34,215,716, against \$33,875,268 on the 1st of December, 1868.

The average amounts of the Gold Exchange Bank loans and discounts last week was \$1,375,589, average amount of specie \$1,344,083, average amount of deposits \$1,919,190.

The U. S. Sub-Treasury receipts, week ending with Jan. 30, were \$7,097,628, including \$2,246,626 from customs duties; payments, \$10,024,455, including \$1,825,887 of coin interest; balance at the close of the week, \$83,673,727, against \$86,600,554, at the close of the preceding week, showing a decrease of \$2,926,826. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, \$741,273 including \$305,000 from customs; and payments, \$916,726, including \$263,000 of coin interest; on Tuesday, receipts, \$1,189,606 including \$387,000 from customs, and payments,

\$674,007, including \$187,845 of coin interest. The balance at the close of business on Tuesday stood at \$84,015,873, against \$86,977,180 a week previous; and \$83,298,837, on Jan. 18, 1869. The aggregate receipts of the office in January were \$60,627,079, including \$9,702,416 from customs, aggregate payments, \$64,854,493, including \$18,543,453 of coin interest.

The outstanding amount of coin certificates on the 1st of Jan., 1869, was \$27,036,020, against 23,255,840 on the 1st of Dec., 1868. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of \$946,600, and retired \$2,171,628 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during January, reached \$10,964,000.

The revenues of the Government yielded fairly last week again, particularly in the form of customs. The excises, last week, yielded about three millions; customs at the port of New York, \$2,246,626, and at the outports about \$750,000 (in coin) more, making the grand total income for the week equal to about \$7,120,360 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were \$191,180,564. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about 84½ millions, according to the latest Washington advices.

Gold has been more freely dealt in, through the past week, chiefly by speculative operations for both higher and lower figures, especially on Monday and Tuesday.

The offerings of gold on Monday through a single brokerage firm were some four millions, which had the effect of weakening the price materially. Late on Monday, a brisk purchasing demand set in, leading to a sharp rally in the premium. On Wednesday, the dealings were on a less extensive scale, and the market exhibited less buoyancy. The range for the week was from 135½ to 136½, and the latest quotation on Wednesday was 135½. The exports last week were a little less than a million. Thus far in the current week, the shipments have been \$536,000 on Tuesday, and none on Wednesday. The Government income in coin from customs at this port in January was nearly 2½ millions more than in January of last year, the aggregate having been \$9,702,416, against \$7,204,590. The coin certificates issued by the office in January reached nearly 11 millions; and the coin interest disbursements, about 18½ millions.

The customs demand for Gold last week, averaged \$357,771 a day; thus far, this week, it has been equal to \$346,000 a day, or equal to a weekly aggregate of \$2,076,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$13,199, and since Jan. 1, \$141,732 against \$277,783 same time in 1868. The receipts from California, last week, were \$473,172. The total customs revenue of the Government, in coin, at this port, from July 1, 1868, to date was \$69,445,951, against \$64,308,723 same time in the preceding fiscal year. At the port of San Francisco in 1868, \$8,382,329, against \$7,622,827 in 1867.

The total receipts of California gold at this port, since July 1, 1868, have been \$13,923,282, against \$19,712,441 same time in fiscal year 1867

-'68, showing a decrease in the current fiscal year, of \$4,789,159. The exports of specie, from this port, last week, were \$962,907, against \$169,100 same week last year; total, since July 1, 1868, \$25,023,378, against \$34,536,617 in 1867-'68. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$1,825,887; since July 1, 1868, \$61,234,802, against \$49,465,520 same time in 1867-'68. The specie exports from San Francisco, from Jan. 1 to Dec. 31, 1868, were \$36,358,091, against \$48,224,237 same time in 1867. There has been a fair inquiry most of the week for prime drafts of foreign exchange at a trifle stronger prices for bankers' sterling bills, the offerings of which have not been notably extensive. Bankers' prime sixty day bills on London closed on Wednesday at 109½@109½, and on Paris to 5.18½@5.15; sight bills on London to 110@110½, and on Paris to 5.12½c. @5.11½. The offering of produce bills has been more liberal this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of \$3,705,274, against \$3,218,000 same week last year; total, since July 1, 1868, \$94,404,197, against \$107,721,089 same time in preceding fiscal year of 1867-'68.

Government securities have been less sought after by all classes of buyers, and have been consequently less firm and less buoyant in price; but the offerings have been comparatively limited, and there has been no pressure to sell on the part of regular holders; though some operators for lower figures, have been endeavoring to depress the market, with, however, nothing like encouraging success for their interest. The latest dealings were indicative of reviving vigor, both as regards the magnitude of the business, and the course of prices. The market was particularly strong for the exportable bonds on Wednesday. In these bonds, a rather extensive short interest was said to be in urgent need of protection, and that the recent efforts to manipulate the market both at home and in Europe were designed to benefit the short sellers.

U. S. sixes of 1881 closed here on Wednesday at 112½@112½; U. S. Five-twenties of 1862, 113½@113½; U. S. Five-twenties of 1864 at 109½@109½; U. S. Five-twenties of 1865 at 110½@111; U. S. Five-twenties of 1865, consolidated, 108½@108½; U. S. Five-twenties of 1867, 108½@108½; U. S. Five-twenties of 1868, 108½@109½; U. S. Ten-forties at 108½@108½; U. S. Six per cent. currency bonds, 101½@102½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Jan. 20.	Jan. 27.	Feb. 3.
Consols	93½	93½	93½
U. S. 5-20's of 1862..	75½	75½	76½
Erie	26½	26½	25½
Ill. Central	93½	92½	93½

Railway and miscellaneous stocks have been in active demand, most of the week, at, on the whole, well maintained and generally buoyant prices. On Monday, the Boards formally enforced the rule recently adopted of calling only such stocks as had provided trustworthy places of registry, within easy reach of the brokers.

A fairly active business has been reported in domestic produce, particularly in Cotton and Provisions, which have improved in price. Breadstuffs have been depressed, under more liberal

offerings. Middling upland cotton closed buoyantly on Wednesday at 30cts@30½cts per lb. The stock of cotton now here is estimated at about 56,000 bales. The receipts at the port this week, have averaged about 4,000 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 1,345,000 bales, against 1,231,000 bales same time in 1867-'8; exports, same time 673,000 bales, against 718,000 bales same time in 1867-'8; stock on hand at latest dates, 339,000 bales, against 355,000 bales same date 1868. Total crops of 1867-'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. The exports of domestic cotton goods from this port, since Jan. 1, have been 691 pkgs., against 555 pkgs., same time last year. From Boston, 807 pkgs., against 1,843 pkgs. same time in 1868. At the Live Stock markets, this week, Beeves have been in less demand and depressed in price, ranging from 10@17c. per lb.; week's receipts, 5,805. Milch cows ranged from \$40@110; receipts, 101. Veal calves plenty and in less request at 9@13c. per lb.; receipts, 834. Sheep and lambs less sought after at from 5@7½c. per lb.; receipts, 32,130. Swine in light supply and demand at from 11@11½c. per lb., all live weight; receipts, 7,360. Foreign merchandise has been in good request, especially Groceries and Hides, which have been held with more confidence. The total imports of foreign dry goods, last week, were \$2,734,227, and the total amount marketed \$2,357,111. The value of foreign merchandise imported last week, was \$2,496,120—making the grand total specie value of last week's imports of dry goods and merchandise, equal to \$5,230,347, against \$3,947,594 same week last year; total since July 1, 1868, \$140,990,398, against \$130,922,984 in 1867-'8. A moderate business has been noted in the ocean freight line, the market closing more firmly. For Liverpool we quote flour at 1s. 9d. by sail, and 2s. by steamer, per bbl.; grain at 6½d. @7d. by sail, and 7d. @7½d. by steamer, per bushel; cotton at 1½d. @1¼d. by sail, and ¼d. @3d. by steamer, per lb.; and heavy goods 17s. 6d. @27s. 6d. by sail, and 25s. @45s. by steamer, per ton. Total number of vessels in port on Wednesday, 466.

The New York exports, exclusive of specie, for the week ending Feb. 2, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week	\$3,218,000	\$3,705,274
Prev. reported	13,360,704	11,071,919

Since January 1..... \$16,578,713 \$14,777,193

The imports for the week ending January 30, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	\$1,321,855	\$2,734,227
Gen. merchandise	2,625,769	2,496,120

	1868.	1869.
Total for the week.....	\$3,947,624	\$5,230,347
Previously reported.....	9,557,989	15,356,187

Since January 1..... \$13,505,613 \$20,586,534

The balance in the Sub-Treasury on Wednesday was \$84,119,970 70.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Toledo, Peoria and Warsaw 1st mort., E. D., 86; do., W. D., 88½; St. Louis and iron Mt. 1st mort., 84; Am. Dock and Imp. Co., 95; Chicago and Milwaukee 1st mort., 89; Ohio and Miss. Consol. bonds, 86; Stonington R. R., 80; Norwich and Worcester R. R., 97; Dubuque and Sioux City R. R., 97; Hannibal and St. Joseph R. R., 110; do., pref. 109½; do., conv. bonds, 110; do., Land Grant bonds, 108; Brooklyn 6s, W. L., 95½; Jersey City W. L., 94; Louisiana 6s, 73; do., 6s, Levee bonds, 67; Georgia 7s, 92½; Alabama 8s, 92½; New York 7s, 1870, 101½; American Mer. Union Exp., 51; Merchants' Union Exp., 19½; Adams Exp. Co., 65; Wells-Fargo Exp., 30½; U. S. Exp., 55½; Boston Water Power Co., 15½; Mariposa, 8; do., pref., 26½; do., Tr. 10s, cfns., 61; Western Union Telegraph, 38½; do., 7s, 84; Ashburton Coal, 2; Central Coal, 60; St. Nicholas Bank, 106; Fourth National Bank, 103½; Bank of Commerce, 122; Merchants Bank, 124; Bankers and Brokers' Ass., 110; Ocean Bank, 107; Park Bank, 154; Continental Bank, 99; Metropolitan Bank, 188; Bank of Republic, 116; Ninth National Bank, 109; Shoe and Leather Bank, 130; Bank of New York, 134½; Am. Ex. Bank, 115½; East River Bank, 102; Tenth National Bank, 100; Bennehoff Run Oil, 0.40; Black Hawk Gold, 2.50; Consolidated Gregory Gold, 2.70; Central Petroleum, 0.85; Corydon, 0.10; Grass Valley, 0.45; Gunnell Gold, 0.60; Lehigh and Susq., 0.90; Montana Gold, 0.50; Manhattan Silver, 90.00; Nye Gold, 0.04; Smith and Parmalee Gold, 2.30; Walkill Lead, 0.25.

Philadelphia.—Sunbury and Erie 7s, 99; Phila. and Sunbury 7s, 91½; Lehigh Coal and Nav. Con. Loan, 76; West Jersey 6s, 90; Belvidere Delaware 2d mort., 90; do., 3d mort., 80; Phila. and Reading 6s, 1844-80, 89; Oil Creek and Allegheny River R. R., 88½; Phila. and Trenton R. R., 123½; New Jersey State 6s, 102; Pittsburg 5s, 70½; Camden City bonds, 90½; Penna. State 5s, coupon, 92½; St. Louis War Loan, 102½; Phila. City 5s, 88; Tenth and Eleventh streets R. R., 68½; Girard College R. R., 27; Delaware Division Canal, 50; Chesapeake and Delaware Canal, 40; Feeder Dam Oil, 0.44; McClintock Oil, ¾; Keystone Zinc, 1½; Union Bank, 53; Seventh National Bank, 102; Farmers' and Mechanics' Bank, 123½; Mechanics' Bank, 31½; Phila. Bank, 157½; Girard Bank, 59; Manuf. Bank, 31; Bank of North America, 240; Commercial Bank, 57. The latest quotations are: City 6s, 97@97½; do., free of tax, 100½@100%; State 5s, reg., 97@99; do., coupon, 92½@93; do., 6s, W. L., 98½@—; do., 1st series, 103@103½; do., 2d series, 105@105½; do., 3d series, 106½@107½; Reading, 48½@48½; do., 7s, 1893, 105@105½; do., 6s, 1880, 88@90; Camden and Amboy, 124½@124½; do., mort. 6s, 1889, 93½@93½; do., 1888, 86@87; Penn. R. R., 57½@58; do., 1st mort., 98@98½; do., 2d mort., 96½@96; Little Schuylkill R. R., 48@48½; Morris Canal, 29@30; do., pref., 67½@70; do., bonds, 85@87; Wyoming Valley Canal, 28@35; do., 6s, 77@80; Susquehanna Canal, 12½@15; do., 6s, 55@56½; Sch. Nav., 9½@10½; do., pref., 20½@20½; do., 6s, 1882, 68@69; Delaware Div. Canal, 49@50; do., bonds, 80@80; Elmira and Williamsport, 30@31; do., pref., 40@44; do., 7s, 1873, 90½@91½; do., 6s, 60@65; Lehigh Coal

and Navigation, 31½@31½; do., 6s, 1884, 83@83; do., R. R., Loan, 84½@85; do., Gold Loan, 90½@90½; North Pennsylvania, 34@34½; do., 6s, 89@89; do., Chatte 10s, 109@109; Philadelphia and Erie, 26@26½; do., 6s, 85@87; Minehill, 55@55½; Catawissa, 9½@11; do., pref., 34@34½; Lehigh Valley, 56½@56½; do., 6s, new, 94½@—; Fifth and Sixth streets, (horse), 35½@36; Second and Third, 46½@46½; West Philadelphia, —@64½; Spruce and Pine, 25@27½; Green and Coates, 38½@39½; Chestnut and Walnut, 46@47; Thirteenth and Fifteenth, 19@20; Girard College, 26½@29; Tenth and Eleventh, 70@—; Union, 40@43; Hestonville, 12½@12½.

Boston.—Burlington and Missouri River R. R. 7s, Land Grant, 89½; Rutland and Burlington 1st mort. 7s, 153; Vermont Central 1st mort., 7s, consol., 79½; Union Pacific R. R. 6s, gold, 98½; Central Pacific R. R. 6s, gold, 98½; do., 7s, gold, 109½; Old Colony and Newport 7s, 1877, 103; do., 6s, 1876, 95; Boston and Lowell 6s, 1879, 98½; Cheshire R. R. 6s, 92½; Eastern R. R. 6s, 1874, 95½; Cedar Rapids and Missouri R. R. 7s, 93½; Norwich and Worcester R. R., 97½; Summit Branch R. R., 21½; Sandusky, Cincinnati and Cleveland R. R., 25½; do., 7s, 1900, 75; Worcester and Nashua R. R., 129½; Indianapolis and Cincinnati R. R., 17½; Rutland, 34½; do., pref., 76; Taunton Branch R. R., 115; Conn. and Pass. Rivers R. R., 89½; Housatonic R. R. pref., 74½; Boston Water Power Co., 15%; Cary Imp. Co., 8½; Waverly Land, 2; Essex Co., 181; Bullock Consol., gold, 62½c.; Vermont 6s, 99½; New Hampshire 6s, 1873, 99½; Rhode Island 6s, 1883, 99½; Massachusetts 6s, 1872, gold, 120½; do., 6s, 5-20s, currency, 101½; do., 5s, 1891, gold, 107½; St. Louis 6s, Wharf bonds, 89; Albany 6s, 1888, 95; Bath 6s, 1898, 94½; Charlestown 6s, 1888, 100; Portland 6s, 1879, 97½; do., Building Loan, 97½; do., 1874, 96½; Chicago 7s, River Imp., 98½; do., W. L., 98½; do., Municipal, 94½; do., School Fund, 98; Cook Co., Ills., 7s, 97; Salem 6s, 1883, W. L., 100; Boston 6s, 1876, currency, 101½; do., 5s, 1878, gold, 108; Atlantic National Bank, 129½; Boyleston National Bank, 146½; City National Bank, 109; Hide and Leather National Bank, 105; Howard National Bank, 111; Market National Bank, 112½; Merchants' National Bank, 117; North National Bank, 121; Revere National Bank, 140½; Rockland National Bank, 142½; Shoe and Leather National Bank, 132½; State National Bank, 111½; Traders' National Bank, 107½; Webster National Bank, 113½; Allouez Mining Co., 6½; Hancock, 3½; Rockland, 1½.

Baltimore.—Atlantic and Gulf R. R. 1st mort., 7s, consolidated, 84; Richmond and Danville bonds, 71½; Orange, Alexandria and Manassas 1st mort., 80; do., 2d mort., 7s, 72; Maryland Defense Loan, 99½; Virginia 6s, old, reg., 50½; do., 1867, reg., 51½; Memphis City 6s, 52½; Central Ohio R. R., 30½; Atlantic Coal, 3.20; Bank of Baltimore, 113; Farmers' and Merchants' Bank, 49; Mechanics' Bank, 11; Merchants' Bank, 114; National Exchange Bank, 99½; Union Bank, 57½; Franklin Bank, 13½. The latest quotations are: Balt. and Ohio, 120@120%; do., 6s, 1875, 92@93; do., 1880, 92½@93; do., 1885, 94½@94½; Northern Central, 49½@49½; do., bonds, 1885, 83½@83½; do., 1900, 83½@84½; Parkersburg Branch, 28½@25; N. W. Va.

1st mort., 92@93; do., 2d mort., 89@90; do., 3d mort., 1873, 88@92; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1892, 89@90; do., 2d mort., 72½@72½; Central Ohio, 30½@31; do., 1st mort., 85½@86; Western Md. 6s, 1890, —@74½; do., guar., 89@90; do., 2d mort., guar., —@90; Richmond and Danville bonds, 71@71½; Baltimore 6s, 1875, 95@95; do., 1886, 95@96; do., 1890, 94½@94½; do., 1893, 96½@96½; do., 6s, 1888-70, 73@75; City Passenger R. R., 17½@18; George's Creek Coal, 65@67; Santa Clara, 1.50@3.00; Atlantic Coal, 3.00@3.30.

THE FIRST MORTGAGE, FIFTY-YEAR CONVERTIBLE BONDS of the **ROCKFORD, ROCK ISLAND and ST. LOUIS RAILROAD COMPANY**, pay the PRINCIPAL AND SEVEN PER CENT. INTEREST—1st FEB. and 1st AUG.—IN GOLD COIN, *Free of Government Tax.*

The bonds are offered at 97½ and accrued interest in currency. Persons subscribing now will save the premium on the coupon payable Feb. 1st, proximo, equal to a reduction of one per cent. in the price of the Bonds.

Pamphlets with maps giving full information, sent on application.

All Bonds subscribed for sent by Express free of charge.

The Bonds may be had of **H. H. BOODY, Treasurer, 12 Wall street, or of HENRY CLEWS & CO., Bankers, 32 Wall street, New York.**

Railroads in Georgia.

The Augusta *Chronicle* of yesterday states that a prospect, and a strong one, too, exists of having Macon and Augusta united by rail, thus cutting off Savannah, to some extent, and detracting from her carrying business.

The firm of Dabney, Morgan & Co., the large capitalists of New York City, who have advanced the funds for constructing the Macon and Brunswick Railroad, had, we understand, an agent in this city a few days since, who came here to confer with Presidents King and Magrath, of the Georgia and South Carolina roads, on this subject. His proposition, as we understand it, is that these capitalists will procure the money and build the road from Milledgeville to Macon for the sum of six hundred thousand dollars—twenty thousand dollars per mile—and take in payment for the work the bonds of the road at ninety cents on the dollar, provided that these bonds receive the endorsement of the Georgia and South Carolina Railroads. We must confess that there is nothing unusually liberal in these terms but still it is the only hope we can see of the building of the road, and we indulge the hope that it may be to the interest of the other two corporations to accept the offer of Dabney, Morgan & Co.—*Savannah Advertiser*, Jan. 31.

The following bill passed both Houses of the Pennsylvania Legislature on the 3d inst., and received the signature of the Governor. It is designed to prevent the New York Railroad Companies from obtaining control of the Pittsburg, Fort Wayne and Chicago Railway:

"It shall be lawful for the Board of Directors of the Pittsburg, Fort Wayne and Chicago Railroad Company, by lot or otherwise, to so classify the members thereof that one-fourth, as near as may be, shall terminate their official terms as directors at the first next annual election. After being thus classified, the stock and bondholders shall elect only members of the Board of Directors necessary to fill vacancies created by expiration of the period of services fixed as aforesaid."

The Locust Mountain Coal and Iron Company announces a semi-annual dividend of 4 per cent., free of tax.

Erie Canal.

RECEIPTS AND SHIPMENTS OF FREIGHT AT BUFFALO, FOR NINE YEARS.

The following is a statement showing the eastward movement of freight in tons from Buffalo by the Erie Canal for nine years:

Products of the forest.		Products of Animals.		Vegetable Food.		Other Prod'ts.
	Tons.		Tons.		Tons.	Tons.
1860	293,048		3,103		755,549	289
1861	176,825		4,703		1,323,658	491
1862	301,219		35,256		1,575,468	1,163
1863	269,018		55,978		1,301,089	1,900
1864	332,160		25,692		978,895	3,950
1865	234,301		5,901		1,004,049	1,843
1866	341,172		567		1,168,645	759
1867	367,141		796		932,127	2,730
1868	420,987		531		928,533	2,088
Manufactures.		Merchan- dise.		Other Articles.		Total
	Tons.		Tons.		Tons.	Tons.
1860	6,012		3,982		51,786	1,113,754
1861	18,118		2,456		54,989	1,579,715
1862	16,180		6,224		46,522	1,980,982
1863	18,187		3,885		42,090	1,692,651
1864	14,580		2,222		45,380	1,402,859
1865	8,371		1,533		51,519	1,307,507
1866	5,794		1,952		81,411	1,600,300
1867	4,172		2,494		108,991	1,418,451
1868	3,749		1,362		119,048	1,476,298
Total Value.				Total Tolls.		
1860				\$24,412,883		\$1,187,315
1861				33,300,920		2,102,012
1862				53,424,892		3,084,081
1863				65,644,792		2,632,335
1864				83,575,127		2,162,907
1865				49,867,199		1,935,233
1866				60,146,478		2,272,067
1867				63,672,314		2,055,727
1868				65,902,063		2,010,015

The following is a statement showing the receipts of westward moving freight at Buffalo by the Erie Canal for nine years:

Products of the forest.		Products of Animals.		Vegetable Food.	Other Agric'l Prod'ts.
	Tons.		Tons.	Tons.	Tons.
1860	20,033		93	4,871	206
1861	16,015		103	4,770	93
1862	23,094		100	4,859	124
1863	18,830		283	7,263	205
1864	24,791		122	6,729	22
1865	22,655		63	8,244	62
1866	10,598		360	2,881	274
1867	8,403		202	2,168	32
1868	5,628		165	3,258	11
Manufac- tures.		Merchan- tise.		Other Articles.	Total Tons.
	Tons.		Tons.	Tons.	
1860	60,199		84,154	69,730	246,184
1861	90,063		42,096	86,732	239,883
1862	120,705		63,212	141,328	363,222
1863	125,114		72,287	202,366	426,338
1864	85,522		63,282	272,819	461,287
1865	96,393		65,376	247,227	439,820
1866	105,507		76,463	394,370	589,953
1867	82,510		91,910	372,093	557,816
1868	83,981		108,044	481,759	682,916

¶ A charter was granted by the last session of the New Jersey Legislature authorizing the construction of a railroad from Camden to Medford, in Burlington County. The following gentlemen were designated commissioners to organize the company: Joseph Ellis, Thomas Evans, Lewis L. Sharp, Benjamin D. Shreve, W. R. Braddock, W. Braddock, Wm. Garwood, Jonathan Oliphant, Joseph C. Hinckman, Jacob B. Braddock, Zebedee R. Willis. A meeting to organize and elect directors is to be held on the 18th inst., in Camden.

Coffee Trade of the United States.

The following statement of the Coffee Trade of the United States for the years 1867 and 1868, is from the *N. Y. Shipping List*:

	1868.	1867.
From Brazil, lbs.	122,269,650	122,936,403
St. Domingo	6,375,220	4,242,160
Java and Sumatra	6,854,475	5,102,660
Singapore	282,274	790,642
Manilla	537,308	25,720
Ceylon	2,715,165	1,820,950
Maracaibo	11,472,333	6,812,606
Laguayra and Porto Ca- bello	3,873,430	3,897,020
Jamaica	567,562	995,340
Cuba	4,846	16,400
Porto Rico	422	48,580
Curacao	144,540	145,610
Bombay	181,592	.....
Bolivar City	64,471	19,940
Costa Rica and New Granada	1,793,302	1,092,560
Rotterdam	711,641	175,680
Other ports in Europe	2,503,560	867,450
Other foreign ports	986,852	246,290
 Total direct	 162,338,643	 148,237,011
Received coastwise—		
From Eastern ports	1,371,221	681,460
From Western ports	1,000,000	1,000,000

From Southern ports...	724,910	42,880
Total receipts...	164,434,774	148,961,351
Total receipts in 1866, lbs	117,204,367	
" in 1865.....	113,789,187	
" in 1864.....	118,890,045	
Total receipts in U. S. during 1868...	238,012,079	
Stock January 1st, 1868.....	37,051,000	
Exports in 1868	11,345,460	
Stock January 1st, 1869.....	40,516,682	
Consumption of the year.....	225,200,967	

The following shows the consumption at different ports:

Taken from—	1868.	1867.
New York, lbs.	148,220,331	132,335,511
New Orleans....	17,288,380	15,076,480
Baltimore.....	39,800,900	40,507,200
Philadelphia.....	8,080,360	5,058,910
Boston.....	4,705,046	5,010,570
Other ports.	5,105,920	5,428,000

Total lbs. 223,200,937 203,506,671

	Receipts.	Consumption
1868.....	lbs. 238,012,079	225,200,937
1867.....	226,322,811	203,806,871
1866.....	165,392,983	159,918,881
1865.....	183,574,397	128,146,350
1864.....	145,304,957	109,086,000
1863.....	75,269,417	79,719,641
1862.....	98,558,680	88,989,917
1861.....	182,244,627	187,045,780
1860.....	185,779,689	177,111,921

Railroads in California.

The railroads at present in actual operation within the borders of California are as follows: Central Pacific, Sacramento to State line, 138 miles long; San Francisco and San Jose, 50 miles; California Pacific, from Vallejo to Sacramento, 60 miles; Vallejo junction to Calistoga, *via* Napa, $36\frac{1}{2}$ miles; Sacramento Valley, from Sacramento to Shingle Springs, 45 miles; Central and Yuba, from Folsom to Marysville, 40 miles; Marysville to Oroville, 30 miles; Alameda to Oakland, 20 miles; Petaluma to Rudsill's Landing, 3 miles; total number of miles, $422\frac{1}{2}$. Besides the railroads enumerated, there is one six miles long in Contra Costa County, which is used exclusively to transport coal from the Mount Diablo mines to water navigation.

Journal of Railroad Law.

**DUTIES AND LIABILITIES OF COMMON CARRIERS—
WHEN THEY CEASE—WHAT IS A REASONABLE
TIME AFTER NOTICE—WHEN COMMON CARRIERS
BECOME UNDERTAKERS—RIGHTS OF DEFENDANT**

BECOME WAREHOUSEMEN—BURDEN OF PROOF.
The case of *Goodwin vs. The Baltimore and Ohio R. R. Co.*, decided in our courts a few days ago, is one of the most interesting character, to all common carriers. The facts in the case are as follows:

The defendants herein undertook to convey from Wheeling, Va., to this City, in August, 1865, 650 bundles of sheet iron. There was no dispute that the Railroad Company were common carriers. The iron arrived here about the 4th of September, 1865, by steamer from Baltimore, and was soon thereafter placed on the Company's wharf. On the morning of the 5th September notice was given to the consignees of the arrival of the iron, but the same was not removed until the 9th of that month. Meanwhile a heavy rain storm came on, which had the effect to wet and rust the iron to such an extent that, as claimed by the plaintiffs great damage was done to it. Three bundles of the iron in question were never delivered, as per contract made by the common carriers. Besides, fourteen bundles of the iron, as claimed by the plaintiffs, were lost. The total amount of damage to the plaintiffs was \$800.

The defendants gave testimony to the effect that they made efforts to protect the iron by covering it with tarpaulins, &c. On the other hand the plaintiffs adduced evidence to show that, owing to the crowded condition of the wharf, they were unable to get at the iron until the 9th of the month, after all the damage had been done, and that therefore there was no delivery. Counsel for defendants, in reply to this, undertook to convince the court and jury that the giving of notice was a delivery in law; that it was at least a duty incumbent on the plaintiffs to protect the iron by all the means in their power, and they not having done so, by their own showing, a judgment of nonsuit should be granted.

Judge CARDOZO declined so to hold, and charged the jury substantially as follows:

The plaintiffs seek to recover from the defendants, who are common carriers of goods for hire, the value of three bundles of sheet iron, which were lost while in the defendants' charge, and the damages which, they assert, a large number of bundles of sheet iron consigned to them suffered by the negligence of the defendants. So far as the loss of the three bundles is concerned, no dispute is to be made, and * * the plaintiffs will be entitled to recover therefor \$29 54. As to the injury to the rest of the iron, the plaintiffs claim that about two-thirds of the whole consignment of 559 bundles was damaged, and as there is no conflict as to the amount of the damage, if the defendant be liable at all under the rules of law, which I shall give you, you will find no difficulty in calculating the amount of your verdict, not to exceed \$659. The defendants being common carriers of goods for hire, are responsible by the common law as insurers of the property against everything except the act of God and the public enemies, until their obligation and duty as such carriers terminated. * * * The question disputed by the learned counsel for defendants is, when did their duty as common carriers cease?

Upon that subject I charge you, gentlemen, that that extent of duty and liability continued upon the defendants until the expiration of a reasonable time after notice to the consignees of the arrival of the iron for the latter to remove it from the possession of the defendants, and during the period until such reasonable time has elapsed the plaintiffs were under no duty, except to proceed with due and reasonable diligence to remove the property, and that, of course, includes the duty to endeavor by all reasonable exertion to reach and remove the goods whatever obstructions were there. Whatever you think was reasonable, under all the circumstances in that respect, the plaintiffs were bound to do. * * * But here arises the important question of fact for your determination. Had a reasonable time elapsed before the rain which injured the iron, after notice of its arrival for the plaintiff's to remove it? The term reasonable time must depend upon the circumstances, the character of the property to be removed, the condition of the pier, and such like matters. You must first consider the question of what was the condition of this pier; was it so obstructed by the other freight that the plaintiffs by usual care and diligence could not remove their goods as they claim, or was it as the defendants insist in such condition that the cartmen could get to and remove his goods by taking his stand among the other cartmen, and waiting his regular and reasonable turn as they claim others did. * * *

As to so many of the bundles as could have been removed (by reasonable diligence) before the storm, the defendant's duty as common carriers ceased, but as to such bundles, as such time had not expired, the liability of the defendants as common carriers remained. But if you should be of opinion that as to all or any of the iron, a reasonable time for its removal had expired before the storm, still some duty rested upon the defendants. Their liability as insurers ceased, but they were bound nevertheless to exercise some duty as respects the property until the plaintiffs had actually removed it. From the time that the reasonable period for the removal of the goods expired, the defendants' duty and liability became that of warehousemen, which required that the defendants should have exercised over the property and for its protection, ordinary care and diligence; which means that degree of care which persons of ordinary prudence would usually take of such property. And if you find that the period of time had elapsed which, as I have explained to you, would convert the liability of the defendants from that of insurers to that of warehousemen, then it rests with the plaintiffs to satisfy you upon the evidence that the defendants did not take that care of this property which persons of ordinary prudence would usually take of such goods; the burden of proof of negligence being then on the plaintiffs. And if you reach this branch of the case you will say whether the plaintiffs have proved that degree of negligence against the defendants. If they have, the defendants will be liable, even though their duty as common carriers was ended.

Under this charge the jury found a verdict for plaintiffs for \$659.

Arrangements are being made for the construction of the Houlton Branch of the St. Andrews Railroad. It is confidently expected that work will be commenced early in the Spring.

United States Supreme Court.
NON-RESIDENT ALIENS NOT REQUIRED TO PAY FEDERAL TAXES.

The Northern Central Railroad Company vs. John C. Jackson.—This is a writ of error to the Circuit Court for the District of Maryland. The defendant in error, a foreigner and a subject of Great Britain sued the plaintiff in error for \$2,650, the amount of the coupons due on bonds of the company and held by him. Upon demand made the company offered to pay the amount, less five per cent. income tax to the United States and three mills upon each bond reserved to the State of Pennsylvania under the laws of that State. Upon the trial of the case the plaintiff in error gave in evidence the deed of trust or mortgage securing the bonds and the articles of union consolidating into one company corporations chartered by the States of Pennsylvania and Maryland, and the proceedings of those corporations authorizing and assenting to the legislation of the two States effecting such union. The Court was then asked to instruct the jury that by force of the act of Congress holders of bonds, wherever resident, were liable to pay the deduction of five per cent. and also, by the laws of Pennsylvania to pay the three mills additional tax, and on each bond. The Court refused to so instruct, but charged the jury that if they found from the evidence that at the commencement of the suit the plaintiff was the lawful holder of coupons representing interest due on bonds of the defendant held by him, and that the plaintiff, when he purchased the bonds, was a British subject, and resided in Ireland, and that he then resided there, the plaintiff was entitled to recover the amount of such coupons without deductions. The verdict was for the plaintiff, in accordance with the view of the Court. The company brought the case here by writ of error, where it is now held. Mr. Justice Nelson, delivered the opinion of the Court, that, by a true construction of the internal revenue laws, it was not intended to tax the incomes of persons other than citizens of the United States, wherever resident, and of residents, whether citizens or not; hence the stock of the defendant in error was not subject to the deductions made. As to the power of Congress to make a law taxing non-resident foreigners in such case, the Court expresses no opinion. It is also held that the tax imposed by the State of Pennsylvania cannot be exacted because the railroad in question is a Maryland corporation, and the subject for taxation was, therefore, beyond the jurisdictional limits of Pennsylvania. Both debtor and creditor were outside of her territory, and neither of them her subjects. The judgment below was affirmed.

The receipts into the Treasury of West Virginia during the year ending September 30, 1868, (including \$4,895 89 from the previous year) were \$769,965 62; and the disbursements therefrom \$751,395 51—leaving a balance October 1, 1868, of \$18,300 11. The receipts for the current fiscal year are estimated at \$525,150, and the disbursements at \$579,215 67.

The Richmond and York River Railroad has been finished. The rails are all laid, and the cars are now running through to West Point. A heavy force of workmen are engaged in rebuilding the wharf at that place.

Railroads of Iowa.

It will be seen by the following statement that in 1860 there were less than 600 miles of railroad in Iowa; now there are more than 1,500 miles in operation, with nearly a dozen roads, in progress, and some half dozen more in immediate prospect:

	Miles in 1860.	Miles in 1869.
Burlington and Missouri.....	75	180
Chicago and Northwestern.....	107	350
Dubuque and Sioux City.....	100	175
Dubuque Western.....	30	65
Des Moines Valley.....	82	165
Keokuk, Mt. Pleasant & Muscatine.	25	25
Chicago, Rock Island and Pacific.	140	305
Ackley and Eldora.....	22	—
McGregor and St. Paul.....	—	70
Minnesota and Iowa Central.....	—	40
Sioux City and Pacific.....	—	75
Council Bluffs and St. Joseph.....	—	70
Total.....	559	1,542

Including the one hundred miles required to complete the Burlington and Missouri to Council Bluffs, and the fifty miles required to complete the Chicago, Rock Island and Pacific to the same city, which will be speedily done, there will be 1,692 miles of railway in the State, early in the year 1869.

Portland and Ogdensburg Railroad.

This company was chartered February 11, 1867. The amount of subscriptions required by the charter having been obtained, the company have organized by the election of the following named gentlemen as directors: John B. Brown, Andrew Spring, John E. Donnell, William Deering, Samuel J. Anderson, H. N. Jones, F. G. Messer, William Putnam, of Portland, and D. R. Hastings, of Fryeburgh. The city of Portland, in its corporate capacity, has subscribed \$714,300, and the citizens individually \$266,200 more. Subscriptions in Vermont have so far progressed as to insure the beginning of the work in the early Spring. The subscriptions to the capital stock in Maine amount to between \$11,000,000 and \$12,000,000. The following is the probable route of the road: Up the east side of the Sebago Pond to Conway, New Hampshire, thence by way of White Mountain Notch to Connecticut River at Littleton or Dalton, thence by way of St. Johnsbury, Danville, Wolcott, Hyde Park, Cambridge, Fairfield and Sheldon to Swanton, Vermont.

The New York Stock Exchange and Open Board of Stock Brokers on the 30th of November last, passed the following joint resolution:

Resolved, That on and after January 30th, 1869, neither Board will call, or deal in any active speculative stock, of any company, a registry of whose stock is not kept in some responsible bank, trust company or some other satisfactory agency, and which shall not give public notice at the time of establishing such registry, of the number of shares so entrusted to be registered, and shall not give at least thirty days' notice through the newspapers, and in writing to the President of each Board, of any intended increase of the number of shares, either direct or through an issue of convertible bonds, and shall not at the same time give notice of the object for which such issue of stock or bonds is about to be made.

Bangor has issued \$250,000 of city scrip to the European and North American Railroad upon the completion of the first ten miles in a satisfactory manner, the city taking a mortgage of the road in return. The construction of the road is being rapidly pushed.

Baltimore and Ohio Railroad.

Under the charter given by Virginia originally to the Baltimore and Ohio Railroad it was provided that the company should be exempt from taxation within the State's limits until its earnings were equal to six per cent. on its cost. A question had, therefore, some time ago arisen as to the company's liability to tax, and the supervisors of Marshall County, West Virginia, brought suit against it. An opinion in the case was recently delivered by Judge Maxwell, of the Supreme Bench of that State. It will be seen that the Court decided all the points in favor of the people and against the corporation:

The company claimed that, under their charter, they were exempt from all taxation till that part of the road within the State yielded six per cent. net profit on its cost, claiming also the right to include in that cost the five millions paid for the Northwestern Virginia Railroad. The Court decided that this five millions is not a part of the cost of the Baltimore and Ohio Railroad as contemplated by its charter; that its exemption does not depend on the income on that part of the road in the State by itself, but that, in ascertaining the income with reference to the exemption granted in the charter, the 'capital invested' in the whole road from Baltimore to Wheeling is to be the basis of calculation. They decide that, as a matter of fact, the net income on this capital invested did exceed six per cent. the year Marshall County levied her taxes, (1864,) and for several years before; and further, that the net income of that part of the road in this State separately exceeded that figure, not counting the purchase of the Northwestern Virginia Railroad as a part of the cost; so that, even on its own basis, the company is subject to taxation.

The company claimed that if taxable at all it was only for State purposes, relying on the term 'general taxation' in its charter for this construction. The Court corrects such a construction, holding that the term has a precisely opposite meaning, subjecting the road to taxation for all purposes as contradistinguished from specific or special taxation. The Court therefore holds that the road is taxable for all purposes precisely as the property of a natural person."

Dexter and Newport Railroad.

This road connects with the Maine Central at Newport; and is fourteen miles in length. Passenger trains commenced running over it on the 26th of November last. The road is leased to the Maine Central for thirty years, the lessee to keep it in repair, to furnish the rolling stock, and pay \$18,000 per year for its use. The town of Dexter loaned its bonds to aid in the construction for \$125,000; the town of Corinna for \$50,000; and there has been issued \$125,000 of stock, making \$300,000 on the cost of the road in bonds and stock, upon which sum the Maine Central pay interest.

Peach Bottom and Oxford Railroad.

The Oxford *Press* says that the route of this new railroad has been surveyed, and considerable interest has been manifested with reference to its early construction. The route conceded to be the proper one, is from Peach Bottom on the Susquehanna River, to a point on the Baltimore Central Railroad near Oxford Borough. A proposition has been made by an engineer to grade the road and erect all the bridges and culverts for \$8,000 per mile, a distance of fourteen miles. Two preliminary meetings of the citizens interested in this project have been held and \$30,000 has been guaranteed.

Southern Maryland Railroad.

This road will be about 75 miles in length, extending from Point Lookout to Washington. The route of the road is thus described: Leaving Point Lookout, the road will pass through the centre of St. Inigoe's district, and through Factory to Charles County, running parallel with the Patuxent about eight miles west, through Charlotte Hall, Hughesville, Bryantown, Gallant Green, thence near Horse Head and Brandywine, through the "Woodyard," Long Old Fields, and thence to the District line.

The Maryland Central Railroad Company was chartered by the Legislature of Maryland at the session of 1867. The route of the road is from Baltimore to the Susquehanna River, by way of Belair, to connect with the present road to Philadelphia, just completed on the opposite side of the river.

The Philadelphia *Press* gives the following list of roads in progress and projected in the State of Pennsylvania: Wilmington and Reading, Pittsburgh and Connellsburg, (extension;) Columbia and Port Deposit; Philadelphia and Baltimore Central, (extension;) Plymouth Railroad; Lancaster, Lebanon and Pinegrove; Pennsylvania and New York Canal and Railroad; Northern Railroad and Navigation.

T. W. Briggs has been elected President, H. Voight Treasurer, and J. R. Jaques Secretary of the Monongahela Valley Railroad Company. The choice of a civil engineer was deferred until the next meeting to be held at East Birmingham on the 3d of March.

The work of strengthening and improving the Pan Handle Railroad between Steubenville and Pittsburgh, is being pushed forward and at great expense to the company. The trestle work, near Birmingham, has been replaced by masonry, and other parts of the road are being likewise improved.

The stockholders of the Cleveland and Mahoning Railroad Company have refused to endorse the transfer of the lease of their road by the Atlantic and Great Western to the Erie company.

The stockholders of the Pan Handle Railroad Company have ratified the lease to that company of the Columbs, Chicago and Indiana Central Railway.

The Cumberland *Citizen* says that the work on the Pittsburg and Connellsburg Railroad is progressing favorably, a large force being employed in the neighborhood of Meyers' Mills, Sand Patch tunnel, and other points. The fall of 1870 will doubtless see the road in operation along the entire route from Cumberland to Pittsburg.

The Bethlehem Iron Company has declared a semi-annual dividend of 5 per cent. in cash, payable on and after February 1st, 1869.

Ryegate, Vt., recently voted \$18,000 in aid of the Montpelier and Wells River Railroad.

Cambridge has subscribed \$15,000 to the Lanesville Valley Railroad, and guaranteed \$4,000 more when the road is completed.

Engineers are now engaged in making another survey of the railroad between Murfreesboro and Galatin via Lebanon.

The gross receipts of the Baltimore City passenger railway in 1868, were \$480,046 80, one-fifth of which, amounting to \$96,009 26, was deposited with the City Register, on account of the Park tax. This Company has in its service 479 horses and 73 cars; 1,709,952 miles were traveled, and 10,200,372 passengers carried during the year, 1868, showing an increase over the number carried during 1867 of 1,300,000.

Two hundred miles of the James River and Kanawha canal—about half its proposed length—are finished. The State of Virginia, being unable to construct the remainder, proposes to give the entire work to any company that will complete it.

Mount Washington Glass Works.

MANUFACTURER OF GLASS IN ALL ITS FORMS and varieties. The attention of Railroad Men is called particularly to the *Lantern Globes and Chimneys* produced, which for general good qualities are unexcelled. Railroad Companies, Purchasing Agents, and those interested, would do well to look at sample of these Goods, which will be sent on application. Orders solicited, and all such executed promptly and satisfactorily.

Address,

W. L. LIBBEY.
61 Milk-St., Boston, Mass.

Notice to Bridge Builders.

DEPARTMENT OF SURVEYS,
JANUARY 11, 1869.

In conformity with an ordinance of the Select and Common Councils of the City of Philadelphia—

I hereby invite the presentation of Plans and Estimates for an Iron Truss Bridge suitable to be erected over the River Schuylkill, on the site of the present Suspension Bridge at Fairmount, in said city. The abutments are now erected with a clear span of three hundred and forty (340) feet. The width of Bridge from out to out of footways to be fifty (50) feet, which footways will be not less than eight feet in the clear.

It must be provided with an upper and lower carriage way, the upper to be not more than 35 feet above the bottom of lower chord, or less than 28 feet above the lower roadway—the lower roadway to be not more than seven feet above the bottom of lower chord or it may rest upon the lower chords.

The entire structure to be of iron, excepting the flooring of the road and footways; to be proportioned for a weight of seventy-five pounds per square foot upon each roadway, including the footways. All wrought iron to be proportioned to resist a tension of 60,000 pounds, with a factor of five for security in large bars, and six for the small bars or rods.

A full and detailed estimate of quantities and cost will be required to accompany each plan.

The conditions of the Ordinance are, that the plans herein called for shall be submitted to a Commission of three Civil Engineers, in conjunction with the Chief Engineer and Surveyor of the city of Philadelphia—the best three of the plans to be retained by and become the property of the city of Philadelphia, for which they will be paid in order of merit, as may be determined by the Commission—\$300, 500, 300 dollars respectively. No design for a Portal will be required.

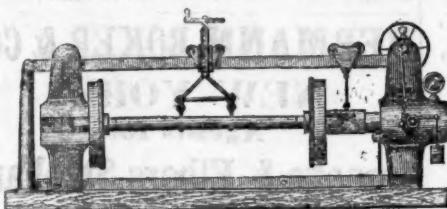
All plans must be deposited with the subscriber on or before the 1st day of April, 1869, at the Department of Surveys, 224 SOUTH FIFTH STREET, Philadelphia, with letter, giving the address of the Designer. Map and Profile of location may be seen at the Department of Surveys.

STRIKLAND KNEASS,
Chief Engineer and Surveyor.

Norfolk and Gt. Western Railroad.
The Danville *Times* says that an agent of European capitalists has for several days been negotiating with the officers of the Norfolk and Great Western Railroad for building the whole or a large part of the road. The company, however, does not seem to have assets enough to induce the agent to close the contract. The engineers have been engaged in making the preliminary survey for the location of the ten miles of the road west of Danville.

The following gentlemen have been elected directors of Woodstock Railroad Company: P. T. Washburn, Frederick Billings, Albert G. Dewey, Charles Dana, Francis W. Clark, Lewis Pratt, Frank N. Billings, Charles S. Raymond, and Otis Chamberlain. P. T. Washburn, president; S. E. Munger, treasurer. The work of grading is being pushed with energy, more than half the route is graded, and the contractors expect to have it ready for the iron by Oct. 1, 1869.

CAR WHEEL PRESS.



Manufactured by

D. P. DAVIS,
Mechanical Engineer,
26½ BROADWAY, N. Y.

AGENT FOR

T. S. DAVIS' PATENT BALANCE PISTON VALVES, & STATIONARY ENGINES,
Cut Off Operated by the Governor.

Over 14,000 horse power of Engines with this Valve are now in use, combining the greatest economy in fuel, simplicity and durability of parts, with low cost, they being cheaper than any other first-class Engine built.

Engineers desiring to adopt these improvements, either for new work or to improve the old style of Engines, will be furnished with drawings, and all information necessary to apply them in the best and cheapest manner. Circulars sent upon application therefor.

HAMILTON SQUARE RUBBER WORKS.

C. V. MEAD & CO.,
Manufacturers of Superior Quality
or

**INDIA RUBBER
CAR SPRINGS,
BRAKE TUBING, ETC.**
P. O. Address Box 588, TRENTON, N. J.

TESTIMONIAL.

Baltimore, Md., April 16, 1868.

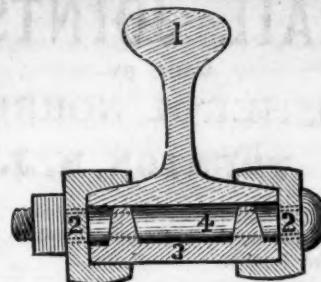
We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.,) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

JOHN OLIVER,
Purchasing Agent Baltimore and Ohio Railroad.

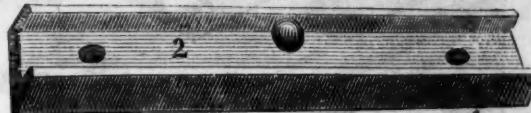
CAUTION.—The above firm are not connected with any other Manufacturers using the name of Mr. Mead. Mead's Spring are stamped Hamilton Square Rubber Works, Trenton, N. J.

C. V. MEAD
R. L. HUTCHINSON.
R. S. MCKEE, R. W. MORTON.

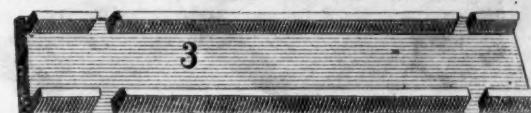
THE PHÉNIX IRON COMPANY'S NEW SUSPENSION RAIL JOINT.



Cross Section of Rail Joint.



Side Clamps 14 in. long, showing Rail Stop.



Bottom Ribbed Plate, 14 in. in length.

The above diagrams show the general design of this new **Suspension Rail Joint**, which, after long and successful trial on the Philadelphia, Wilmington and Baltimore, and other Railways, is now offered to Railway Companies. The cut on the left gives a cross section of the finished joint, showing the rail (1) resting upon the ribs of the bottom plate (3) with the flanges of the rail and the bottom plate embraced by the side clamps (2) and held firmly in place by bolts (4). In screwing up these bolts, the bite or grip between the bevel on the side clamps corresponding with the bevel on the flanges of the rail, insures great vertical and lateral rigidity to the joint.

Several careful tests have proved that the deflection of two pieces of rail thus fastened at the joints and subjected to a transverse strain between supports five feet two inches apart, was but a trifle more than that of the same rail uncut, tested in the same way. The value of the joint in this respect was 85 per cent. of that of the solid rail, while the best fish joints, similarly tried, gave less than 50 per cent.

No holes are required to be punched through the neck of the rail, nor slots in the flanges, only a quarter circle notch of about half an inch radius is necessary to be cut out of the corner of one of the flanges of the rail to fit the "stop" shown in the upper right hand cut. This is a very important consideration, as holes punched or drilled in the neck are apt to split the rail longitudinally, and in *Steel Rails particularly*, is the principal cause of breakage.

All that portion of the joint, shown in the cut of cross section, below the bottom of the rail, bears endwise against the cross-ties, and prevents any creeping of the track. It makes a very firm joint, does not get out of order, and can be fitted to any size of rail. When ordering, send a sample piece of rail two feet long. Address,

PHÉNIX IRON COMPANY, Philadelphia, Pa.

CAR PLUSHES.

Best French and German makes.

**LOUIS WINDMULLER & ROELKER,
20 Reade street.**

GERMAN STEEL AND HARDWARE

For sale by

**LOUIS WINDMULLER & ROELKER,
20 Reade street.**

Jonathan T. Hobby,

MATHEMATICAL Instrument Maker, Greenwich Street, Hempstead, Long Island, N. Y.

To Railroad Companies.

We beg to call the attention of Managers of Railways and Contractors throughout the United States and Canada to our superior facilities for executing orders at manufacturers' prices for all descriptions of both AMERICAN and FOREIGN

RAILROAD IRON.

We are always in a position to furnish all sizes, patterns and weight of Rail for both Steam and Horse Roads, and in any quantities desired, either for IMMEDIATE or REMOTE delivery, at any port in the United States or Canada, and always at the very lowest current market prices. We are also prepared to supply

BESSEMER STEEL RAILS,

of American and Foreign manufacture, rolled to any desired pattern and weight per lineal yard, and of approved lengths. Contracts for both IRON AND STEEL RAILS will be made payable in United States currency for American, and in either currency or gold (at the option of the buyer) for Foreign; when desired, we will contract to supply roads with their monthly or yearly requirements of STEEL OR IRON RAILS, taking their

OLD RAILS IN TRADE FOR NEW

furnished, receiving the difference in cash, and allowing the highest market price for their Old Rails, and, if necessary, receiving the latter after the delivery of the New Rails.

Orders for Foreign Rails, both Steel and Iron, will be taken for transmission by Mail or through the Cable to our

LONDON HOUSE, 58 OLD BROAD STREET,

for execution at a fixed price in Sterling, or on commission at the current market price abroad when the order is received in London; shipments to be made at stated periods to ports in America, and at the lowest possible rates of freights. Address

**S. W. HOPKINS & CO.,
69 & 71 Broadway, New York.**

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,
NEW YORK, Dec. 15, 1868.

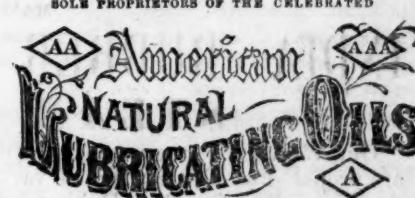
A T A MEETING OF THE BOARD OF DIRECTORS

Resolved, That a dividend of FIVE PER CENT., in cash, free of Government tax, be paid, on the 1st day of February next, to the holders of the full paid shares, registered on the 18th day of January next, and that the transfer books be closed on the said 18th day of January, and opened on the 5th day of February following.

THOMAS E. WALKER, Treasurer.



No. 7 Broadway, New York City,
SOLE PROPRIETORS OF THE CELEBRATED



Prepared expressly for all classes of
MACHINERY.

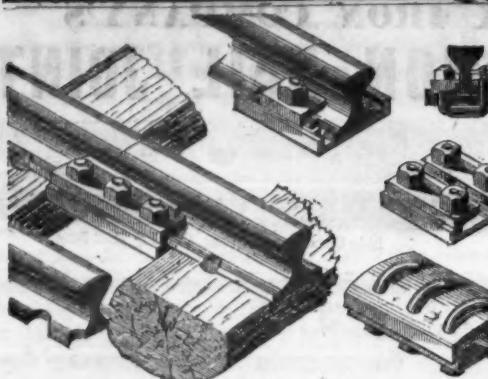
The cheapest reliable lubricator in the market.

First Premium—Paris Exposition, 1867.
Indorsed by leading Mechanics and Artisans of the
UNITED STATES AND EUROPE.



At Half the Cost of Linseed,

and warranted to give excellent satisfaction.
Circum and Price Lists for Oils sold under the above
Trade marks and Titles furnished on application to the Co.
Post-Office Box 4781, New York City.



FISHER'S PATENT
Wrought Iron
RAIL JOINTS,
MADE BY
FISHER & NORRIS,
TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.

VAN ANDEN
SWAGED



Patented Sept., 18, 1866.

WROUGHT IRON
RAIL CHAIRS.

RAILROAD SUPPLIES.

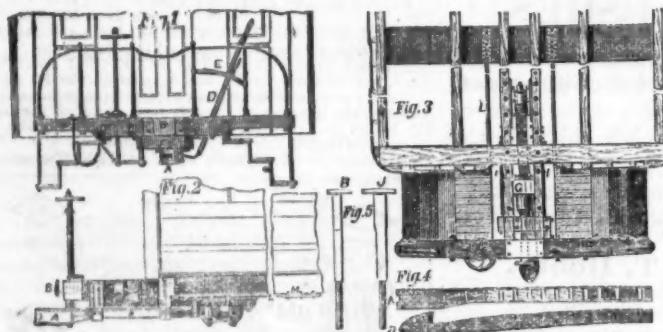
The VAN ANDEN CHAIR recommends itself above all others now in use, having continuous base and lips, the grain of the Iron running across the line of the Rail, giving it additional strength over all others now in use, with no liability to split. The spike holes being punched within the edge of the lip, admits of one half the Spike being recessed back in the solid metal, which cannot be done in the rolled chair.

SAWYER, BARNABY & CO.,

18 Platt Street, New-York.

Wire Rope for Mines, Ships, Inclined Planes, &c. Telegraph Wire.

Miller's Trussed Platforms.



COMPRESSION
BUFFERS,
AND
Automatic Couplers,
FOR
RAILROAD
Passenger Cars.
OFFICE,
231 BROADWAY,
(Rooms 4 & 5.)
NEW YORK.
Send for Illustrated Pamphlet,
and call and see working Models
MILLER, Patentee.

MEAD RUBBER COMPANY,
12 Vesey Street, New York.

MANUFACTURERS OF

INDIA RUBBER CAR SPRINGS AND
STEAM PACKING.

Our Works being now under the management of a competent Superintendent, we are prepared to offer Springs of various qualities and prices to suit. Our A No. 1 Spring made of fine Para Rubber, and the Compound used by the Pattee, the late Fowler M. Ray, will be found to be cheaper than others made, from inferior stock and offered at lower prices.

Sample sets forwarded on application. All Springs fully warranted.

COHOES ROLLING MILL.
FOR MANUFACTURERS' USE
SHAFTING, BAR & BAND IRON,

ALSO
SUPERIOR PATENT PUNCHED
AXE, PICK & MATTOCK POLLS.
MORRISON, COLWELL & PAGE,
OFFICE, TROY, N. Y.

STREET CARS FOR SALE.
82 NOT NEW TWO HORSE CARS.
Address

JOHN STEPHENSON & CO.,
New York.

Hemp Packing.
BEST HACKLED HEMP PACKING,
For Sale by
WILLIAMS, PAGE & CO.,
91 Water St., Bo

RAILROAD TIES.

Juniper and Cypress Railroad Ties of any dimensions
for sale by

DARRELL & NASH,
6m38
83 Pearl street.

PACIFIC MAIL
Steamship Company's
THROUGH LINE TO
California and China.

Through rates, New York to San Francisco:

First Cabin.	Outside.	Inside.	Second Cabin.	Steerage.
\$275	\$225	\$150	\$100	\$75.

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

FOUR TIMES A MONTH

On 1st, 9th, 16th and 24th,
except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medico and attendance free.

Feb. 9, **ALASKA**, CAPT. A. G. GRAY, connecting with **GOLDEN CITY**, CAPT. LAPIDUS.

Steamer leaving Feb. 9, connects closely with steamer **CHINA**, leaving San Francisco March 5, 1869, for China and Japan.

For passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street.

F. R. BABY, Agent.

HERMANN BOKER & CO.,
NEW YORK;
Agents for
Funcke & Elbers Steel and
Iron Works,
HAGEN, PRUSSIA.

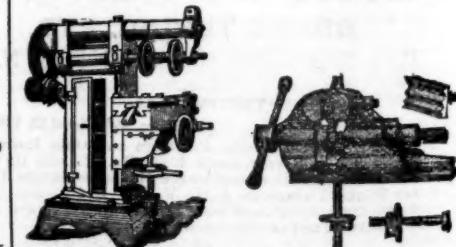
Specialty:
Puddled Steel Rails.

Do., with fibrous iron flanges.
Do., with Steel to the neutral axis.
Do., fish-joints.

All the F and E Rails are guaranteed as to abrasion, perfect weld, and
Absolute Safety Against Breaking.
(If required a five-fold exchange guaranteed against
breakage.)

RAILROAD TIES.
WHITE OAK, CHESTNUT AND CEDAR.
Pig, Bar and Railroad Iron.
Coal Buckets, Blocks, Dumping Cars, Wheelbarrows,
&c. 6m48
HOLLINS, KIRKUP & CO.,
24 Dey street, N. Y.

UNION VISE COMPANY,
61 Water Street, Boston, Mass.



Pipe, Extra Jaw, and Heavy Vises warranted for Blacksmiths' and heavy work. New style Wood Vise. Covered Screw Vises—Forty styles and sizes constantly on hand. Standard Milling Machines—simple, easily adjusted, great capacity, power and strength—three sizes: large, 2,300 lbs.; medium, 1,600 lbs.; small, 950 lbs. For sale by the trade.

G. H. NOTT, Pres't.
A. H. BRAINARD, Supt.

**DEAKIN & JOHNSON'S
PATENT PUNCHED STEEL,**
For
STEAM & HORSE 
**HOLLOW SHAFTING; LOCOMOTIVE, MARINE, & OTHER TUBES,
HYDRAULIC CYLINDERS, SPINDLES, AXLE BOXES,**
GUN BARRELS, GUN JACKETS AND ORDNANCE,

And for all purposes requiring great STRENGTH and SOLIDITY
The PUNCHED STEEL is confidently recommended as the best article in the market, saving from 20 to 50 per cent. in weight,
and giving considerably greater strength than solid steel.

Sole Agents for America,

LENG & OGDEN,
Iron and Steel Merchants and Importers,
4 & 6 FLETCHER ST. NEW YORK.

**THE
Keystone Bridge Company
OF PITTSBURGH, PA.**

This Company possess unrivaled facilities for manufacturing and erecting every description of IRON and WOODEN RAILWAY and ROAD BRIDGES, IRON ROOF-TRUSSES, TURNTABLES and BUILDINGS "LINVILLE AND PIPER" Patent "WROUGHT IRON BRIDGES," "WROUGHT IRON COLUMNS" for Bridges and Buildings, and "UPSET EYE BARS," PIVOT BRIDGES, SUSPENSION BRIDGES, BRIDGE BOLTS AND MACHINE WORK. CIRCULARS and LITHOGRAPHS sent on application.

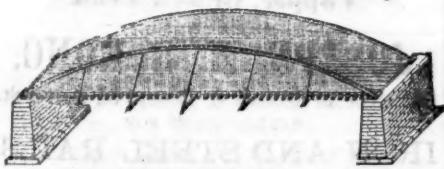
OFFICE AND WORKS,

9th Ward, Pittsburgh, Pa.

Philadelphia Office, 426 Walnut street,
Chicago Office, 13 Fullerton block, Dearborn street.

J. H. LINVILLE, President, Philadelphia.
J. L. PIPER, Gen. Manager, Pittsburgh.
A. G. SHIFFLER, Sup't. and Treas., Pittsburgh.
W. H. BROWN, Res't. Engineer, Pittsburgh.
WALTER KATTE, Engineer, Chicago.

**THE MOSELEY
IRON BRIDGE
AND ROOF CO.,**



Are prepared to Execute Orders for the **MOSELEY WROUGHT IRON ARCH GIRDER BRIDGE**, which is the most perfect combination of Strength and Lightness of Material and for Simplicity, Durability and Cheapness is unequalled by any bridge in use and is applicable for RAILROAD as well as HIGHWAY uses of any desired span.

Also for IRON BUILDINGS for RAILROAD DEPOTS, MACHINE SHOPS, FACTORIES, &c.

CORRUGATED IRON for Roofs, Siding, Partitions, Fences, Floors, Window-Shutters, Doors, &c.

Models of the Bridge and other work, with references, to be seen at the office

116 William St., N. Y.

IRON BRIDGES.

THE undersigned is prepared to Manufacture and Build in any part of the United States, at reasonable terms, Fink's Patent Iron Bridges, Plate and Lattice Bridges, Plate Girders for Fireproof Buildings, Iron Roofs, Boats, etc. For plans and particulars apply to

C. J. SCHULTZ,

**Cor. of Wayne St. & Duquesne Way.
PITTSBURGH, PA.**

Or Address

Letter-Box No. 1,392, P. O.

**CHAPIN & WELLS,
BRIDGE BUILDERS,**

**86 Dearborn street,
CHICAGO, ILLINOIS.**

Mill and Machine Shops, 721 & 723 S. Clark street,

Dock and Bridge Bolts, Bridge Materials and Dimensions Timber, promptly furnished.

**C. SHALER SMITH. CHAS. H. LATROBE.
SMITH & LATROBE,
CIVIL ENGINEERS**

AND

**BRIDGE BUILDERS,
No. 49 Lexington Street,
Baltimore.**

Design and superintend, or contract, for Iron and Wooden Bridges of all kinds, Turn Tables, Roofs of any width of span.

Particular attention paid to Hydraulic Engineering.

IRON AND STEEL WIRE ROPE

MANUFACTURED BY

**JOHN A. ROEBLING,
TRENTON, N. J.,**

FOR

**INCLINED PLANES, MINING,
STANDING SHIP RIGGING,
SUSPENSION BRIDGES, FERRIES,
STAYS AND GUYS ON DERRICKS,
CRANES & SHEARS, ELEVATORS,
TILLERS, &c.**

A large stock of Wire Rope constantly on hand. Orders filled with dispatch.

For strength, size and cost see circular, which will be sent on application.

A. B. BURTON & Co.,

SUCCESSORS TO

**Stone, Quigley & Burton,
BRIDGE BUILDERS.**

Contractors for the construction of **Wood and Iron Truss, Suspension and Draw Bridges, Wood and Iron Truss Roofs, Depots and Turntables.**

**421 WALNUT STREET,
PHILADELPHIA.**

**THE
NOVELTY IRON WORKS,
NEW YORK,**

Manufacture

Iron Piers and Bridges.

**Works foot 12th street, E. R.
Office, 77 and 83 Liberty st.**

IRON BRIDGES, PIVOT BRIDGES,

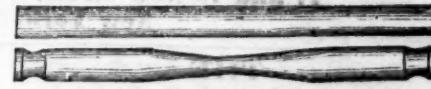
AND

TURN TABLES.

**F. C. LOWTHORP,
CIVIL ENGINEER,**

**Patentee and Builder,
TRENTON, N. J.**

CAR AXLE WORKS.



**A. & P. ROBERTS & CO.,
PENCOYD IRON WORKS,**

**OFFICE NO. 410 WALNUT STREET,
PHILADELPHIA.**
Cast or Hammered Car Axles, Bar Iron and Forgings.

To all connected with Railroads,

superintendents, Conductors, Engineers, &c.

DO YOU WANT A TIME-KEEPER?

Also, ask your Watchmaker for a Borel & Courvoisier **Nickel Watch**. Prize Medal awarded at London, Paris and Swiss Expositions, for best performance.

QUINCHE & KRUGLER, 8 & 10 JOHN ST., N. Y.
up to 1000 ft. only wholesale Agents for the Manufacturers.

CEDAR TANKS

For Railroads, Factories, Private and Public Buildings, &c. Manufactured by

GEO. J. BURKHARDT & CO.,

Broad & Buttonwood Sts.,
(Opposite Baldwin Locomotive Works,) **PHILADELPHIA.**

Work shipped to all parts of the United States.

ESTABLISHED 1856.

S. W. HOPKINS & Co.,69 and 71 Broadway,
NEW YORK.Negotiators of every description of
STATE,

COUNTY,

CITY,

TOWN,

AND

RAILROAD BONDS,

In connection with the sale and purchase of

RAILROAD IRON.LONDON HOUSE,
58 Old Broad street.**F. & F. A. DANA,**

67 WALL STREET, N. Y.,

MANUFACTURERS' AGENTS FOR THE SALE OF
American and Foreign**RAILROAD IRON**

Of every Size, Weight & Pattern,

For Steam and Street Roads.

ROLLING STOCK & SUPPLIES.

Old Rails Re-Rolled and Exchanged

for New.

Special attention paid to the Purchase and Sale of

old Railroad and Scrap Iron.

CONSIGNMENTS SOLICITED.

PIERSONS & CO.,
IRON AND STEEL

OF EVERY DESCRIPTION.

A full assortment constantly in Stock.

Warehouse, 24 Broadway,

77 and 79 New street,

New York.

THE
NOVELTY IRON WORKS,
NEW YORK,

FOOT OF 12TH STREET, EAST RIVER.

Steam Engines, Machinery, Iron
Stemmers, and Vessels.IRON AND BRASS FOUNDRIES FOR CASTINGS
OF LARGEST AND SMALLEST SIZES.

Copper and Brass Work of all Kinds.

Stationary, River, Marine, Side-Wheel and Propeller
Engines;
Boilers, Boiler Iron Work, Tanks, Bulkheads, &c.;
Sawing and Pumping Engines;
Sugar Mills, Engines, Clarifiers, Kettles, Vacuum Pans;
Steam, Vacuum and Water Gauges, Indicators, Regulators, &c.;
Steam Pipe, Whistles, Cocks, Valves, &c.
Hydrostatic, Lever, Screw, Cotton, Oil and other Presses;
Porkhurst's Saw Mills, Saws, &c.; Leather Belts and
Hoses;
Extensive stock of Patterns of Spur, Bevel and Mitre
Wheels;
Fly Wheels, Racks, Ratchets, &c.
Large Movable Cranes, Crane Engines, Hoisting
Gear, &c.
S. & C. Turbine Water Wheels;
Lather's Turbine Water Wheels.
Gear and Wheel Book furnished on application.

THE

Schweitzer Patent Bolt Comp'y,
Works at Green Point, L. I.,

Near Greenpoint Ferry, from 10th St. & 23d St., N. Y.

NEW-YORK.

H. S. TERBELL, President;
39 Walker Street, New-York.THOS. S. YOUNG, Treasurer,
120 Chambers St., New York.

We are prepared to make and deliver

IRON BOLTS,

manufactured by Automatic Machinery in such manner as to increase the strength of the Iron beneath the head by compression, and totally avoid the weakening by crystallization, as in the case of Bolts made by hand or by any slow and protracted process. These Bolts are uniform in size and shape, and superior in strength and finish to any others made.

Standard Bolts will be made of the best quality of iron, and warranted.

The attention of

Railroad Companies, Bridge, Car & Locomotive Builders, and others requiring Bolts of the greatest strength and uniformity, is specially called to these Bolts.

Contracts for Bolts used in the construction of Railroads and their appurtenances, and all similar work REQUIRING LARGE QUANTITIES, will be taken at special rates.

The rapidity of production will enable the Company to fill orders of any magnitude at short notice. The Company also offer for sale

BOLT CUTTERS

of their own patent, which, with a given amount of power and labor, will cut twice the number of Bolts of any other machine in use.

WILLIAM H. PETIT,

MANUFACTURERS' AGENT FOR THE SALE OF

STEEL RAILS,**Railroad Iron,**

OLD AND NEW.

Pig, Scrap Iron, Old Car Wheels,

AND OTHER METALS.

Locomotives & R. R. Supplies.

Old Rails Re-Rolled and Exchanged for New.

72 WALL STREET, N. Y.

RAILROAD IRON.

ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. For sale by

S. W. HOPKINS & CO.,

69 & 71 Broadway, New York

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to make CONTRACTS FOR RAILS delivered free on board at ports in England, or ex-ship at ports in the United States.

M. K. JESUP & COMP'Y,

12 Pine St., New York.

Steel and Iron Rails,

American, English & German,

FROM WORKS, YARD OR

EUROPEAN SHIPPING PORT,

For sale by

HEYERDAHL, SCHONBERG & CO.,

Successors to Heyerdahl, Kettell & Co.,

22 William St., New York.

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to contract to deliver best quality American or Welsh Rails, and of any required weight and pattern.

PERKINS, LIVINGSTON & POST,

68 Broadway,

NEW YORK.

Mathematical Instruments

OF BEST SWISS, FRENCH & AMERICAN MANUFACTURE.

T. H. McALLISTER,

49 Nassau street, N. Y.

Daniel W. Richards & Co.,

90 & 92 Mangin St., N. Y.,

DEALERS IN

Scrap Iron & Old Metals

Scotch & American

PIG IRON,

Highest market prices paid for

Wrought and Cast Scrap Iron,

OLD RAILROAD IRON,

Car Wheels, Axles, Spring & Scrap Steel,
Copper, Brass & Lead.**JOSEPH M. STRONG,**

Successor to McCall & Strong, 64 Beaver St.,

TAKES ORDERS FOR

IRON AND STEEL RAILS,

And Negotiates MORTGAGE BONDS therefor.

IMPORTS ON ORDER,

Pig Lead, Tin, Iron & Zinc,

And opens Bankers' Credits when needed.

NAYLOR & CO.

NEW YORK, BOSTON, PHILA.,

69 John St. 60 State St. 208 So. 4th St.

CAST STEEL RAILS,**CAST STEEL TYRES.**

Cast Steel Frogs, and all other Steel Material for stamping Use.

House in London:

NAYLOR, BENZON & CO.,

34 Old Broad Street

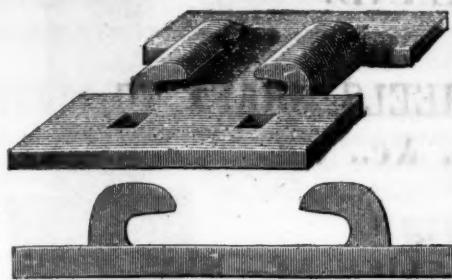
who give special attention to orders for

RAILROAD IRON,

as well as Old Rails, Scrap Iron and Metals.

NEW YORK Railroad Chair Works,

Of which the late J. S. BREESE was Pres't.
JOSIAH S. LEVERETT & CO.
SOLE AGENTS,
46 Park Place, and 41 Barclay st., N. Y.



THIS COMPANY also manufacture RAILROAD, SHIP AND BOAT SPIKES of a Superior quality, which they are prepared to supply at the shortest notice.

JAMES HOY. JNO. P. KENNEDY. WM. E. HOY.

HOY, KENNEDY & Co.,

IMPORTERS OF

RAILROAD IRON

AND DEALERS IN

RAILROAD SUPPLIES.

Office 111 Liberty Street,

NEW YORK.

THE NATIONAL IRON CO.

[Successor to WM. HANCOCK.]

Rough & Ready Iron Works,

(ESTABLISHED 1847)

DANVILLE, PENN'A,

Manufacturer of

RAILROAD IRON,

Railroad Chairs, Splice Bars and Bolts; Frogs, Switch Rods, Stands and Levers; Hook Head and Countersunk Head Spikes,

BRIDGE AND CAR BOLTS, ROLLS AND ROLLING MILL MACHINERY,

Steam Engines and Boilers,

IRON AND BRASS CASTINGS,

Engine & Machine Work,

Steam and Water Fittings, &c.

WILLIAM HANCOCK, President,

BENJ. G. WELCH, Sec, Treas. & Gen. Manager,

Danville, Pa.

P. C. BRINCK, Vice-President,

410 Walnut Street, Philadelphia.

One Ounce of Gold will be given for every ounce of adulteration found in "B. T. BABBET'S LION COFFEE." This coffee is roasted, ground and sealed hermetically, under letters patent from the "United States' Government. All the "Aroma" is saved, and the Coffee presents a rich, glossy appearance. Every family should use it, as it is fifteen to twenty per cent. stronger than other pure Coffee. One can in every twenty contains a ONE DOLLAR GREENBACK. For sale everywhere. If your grocer does not keep this Coffee, and will not get it for you, send your orders direct to the factory. B. T. BABBET, Nos. 64, 65, 66, 67, 68, 69, 70, 72 and 74, Washington's New York.

PHOENIX IRON COMPANY'S



SUPERIOR WROUGHT IRON RAILWAY CHAIRS,

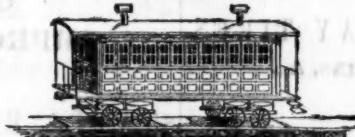
With continuous lips, made to fit exactly the flanges of the Rail.
SAML. J. REEVES, V. Pres't,
410 Walnut st., Philadelphia.

CORYDON WINCH,

Manufacturer of
RAILROAD
SPIKES
AND CHAIRS.

Also all kinds of Bridge, Boat and Plate Spikes,
Canal St., near Second and Laurel,
PHILADELPHIA.

HARLAN & HOLLINGSWORTH CO., WILMINGTON, DELAWARE.



MANUFACTURERS OF ALL KINDS OF
RAILROAD MACHINERY.

PASSENGER CARS of the finest finish, also all kinds of FREIGHT CARS, DUMPING CARS, HAND CARS, WHEELS and AXLES, STEEL SPRINGS, and in fact EVERYTHING for the full equipment of a road.

From our long experience in Car building, and our facilities for doing work, we are enabled to give ENTIRE SATISFACTION in every particular.

From our LOCATION, and CONVENIENCES FOR SHIPMENT, we can supply southern roads with dispatch, and ship at reasonable freights.

We are also extensively engaged in building IRON VESSELS and IRON STEAM BOATS, STEAM ENGINES and BOILERS and Machine Work in general. All orders executed with dispatch and on reasonable terms.

DUNCAN, SHERMAN & CO., BANKERS,

Corner of Pine and Nassau Streets,

Issue CIRCULAR NOTES AND LETTERS OF CREDIT for TRAVELLERS, available in all the PRINCIPAL CITIES OF THE WORLD.

ALSO, TELEGRAPHIC TRANSFERS of money made to EUROPE or CALIFORNIA, on favorable terms.

INTEREST ALLOWED ON DEPOSITS.

RICHARD DUDGEON.

No. 24 Columbia St., New-York,

Maker and Patentee of

HYDRAULIC JACKS
and Punches,
Roller Tube Expanders, and
Direct-Acting Steam Hammers.

Communications by letter will receive prompt attention.

Jacks for Pressing on Car Wheels or Crank Pins made to order.



CHARLES J. PUSEY,

74 Broadway & 9 New Street, N. Y.
COMMISSION MERCHANT

FOR THE SALE OF
Pig, Merchant Bar & Railroad Iron & Supplies
OF EVERY DESCRIPTION.

SOLE AGENT FOR THE SALE OF
Atkins Bros' make of Railroad Iron.

Their Works being located in the coal and iron districts of Pennsylvania, and having their own Ore Mines, Blast Furnaces and Machine Shops, all under their ownership and control, in connection with their extensive Mills, which have recently been greatly enlarged and improved, enables them, with their long experience, to produce Rail which for evenness and regularity of quality and finish, cannot be excelled anywhere.

Rails of any desired weight or pattern furnished on short notice.

JOHN W. GOULD,

65 Wall-Street, New York.

FOREIGN AND AMERICAN

Steel & Iron Rails

Of all Weights and Patterns.

RAILROAD SUPPLIES,

Locomotives, Cars, Car Wheels and Axles, Tyre, Fish Bars, Bolts and Nuts, Chairs and Spikes, Machinery, Tools, Bar Iron, Steel, Etc., Etc.

Railroad Ties Furnished.

Contracts made for Old Rails, Scrap and Pig Iron.

RAILROAD IRON.

THE undersigned, Agents for Messrs. Bailey Brothers & Co., are at all times prepared to contract for Railroad Iron of their manufacture at a sterling price delivered on board vessels in Wales.

J. BOORMAN JOHNSTON & CO.,
90 Broadway.

ODDIE & CO.,

Stock, Bond & Gold Brokers,

5 and 7 Jauncey Court,

43 Wall street,

NEW YORK.

ORVILLE ODDIE, JOHN W. ODDIE,
(Late Oddie, St. George & Co.)



ANDREWS'

PATENT

Smoke-Burning and Super-Heating Boilers,

Are Economical of Fuel, and perfectly Safe.

HOISTING MACHINES,

Run without noise.

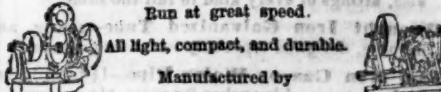
Drainage and Wrecking Pumps,

Pass Sand and Gravel without injury.

Capacity 100 to 40,000 Gallons per minute.

OSCILLATING ENGINES,

Run at great speed.



All light, compact, and durable.

Manufactured by

WM. D. ANDREWS & BRO.,
414 & 416 Water St., N. Y.

BARROW HÆMATITE STEEL CO.,

**BARROW IN FURNESS,
LANCASHIRE, ENGLAND.**

MANUFACTURERS OF
STEEL RAILS, TYRES, AXLES, WHEELS, SHAFTING,
Boiler Plates, Ship Plates, &c., &c.,

CHAS. CONGREVE & SON,

SOLE AGENTS FOR THE U. S.,

NO. 104 & 106 JOHN ST., OPPOSITE CLIFF ST., NEW YORK.

CAST STEEL WORKS

OF

FRIED. KRUPP,

ESSEN, RHENISH-PRUSSIA.

American Office, - - - 15 Gold, Cor. Platt Street, New York.

CAST STEEL RAILS,**PATENT CAST STEEL RAILWAY TIRES.**

WHEELS, AXLES, SPRINGS, CRANK PINS, &c.

BOILER PLATES,**ROLLER, DIE AND TOOL STEEL.**

THOMAS PROSSER & SON,

Sole Representatives in America.

**LAP-WELDED IRON BOILER TUBES,
WELL TUBING.**

Drills, Rimer-Countersinks, Expanders, &c.,
STELL WIRE AND WHALEBONE TUBE BRUSHES,
SPRING STEEL SCRAPERS,

**GRIMSHAW'S PATENT
IMPROVED COMPRESSED-AIR
HAMMERS,**

STAMPS, PRESSES, BLOWING ENGINES, &c.

THOMAS PROSSER & SON,

15 Gold Street, New York

INSTRUMENTS.

W. & L. E. Gurley, Troy, N. Y.
MANUFACTURERS of Engineers' and Surveyors' Instruments. Descriptive and priced catalogue gratis.

Knox & Shain,

MANUFACTURERS of Engineering & Telegraphic Instruments 464 Walnut st., Phila. (Two premiums wanted.)

ESTABLISHED IN 1836.

GEO. G. LOBDELL, Pres't. WM. W. LOBDELL, Sec'y. P. N. BRENNAN, Treas'r.

THE LOBDELL
Car Wheel, Tire & Machine Co.
Wilmington, Del.

PASCAL IRON WORKS,

ESTABLISHED 1821.

MORRIS, TASKER & CO.,

MANUFACTURERS OF

Cap-Welded American Charcoal Iron Boiler
Flues—from $1\frac{1}{2}$ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from $\frac{1}{2}$ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water or other purposes; also, fittings of every kind to suit the same.

Wrought Iron Galvanized Tube—strong and durable, designed especially for water purposes.

Cast Iron Gas or Water Pipe— $1\frac{1}{2}$ to 24 inches in diameter, and branches for same, etc.

Works Castings, etc., etc.

PHILADELPHIA.

ENGINEERING WORKS.**ENGINEER'S FIELD BOOK,**
By C. S. CROSS, Civil Engineer.

THIS work is designed as a pocket companion, and embraces, in the most compact form, all the necessary tables for prosecuting railroad surveys. It is subdivided as follows:—

- 1st. The method of staking out railroad curves and keeping field notes.
- 2d. Railroad curve tables for expeditiously determining the points at which commences the curving.
- 3d. Application of the Prismoidal formula in determining the quantities of excavation and embankment of canals and railroads from transverse sections.
- 4th. Excavation and embankment tables for expeditiously determining the cubic yards from mean area.

It is a plain, clear and most valuable book for practical Railroad Engineers. Sent **free by mail**, upon receipt of the price. For sale at this office. Price \$1.50.

LYONS' TABLES.

To Civil Engineers and Contractors.

FOR SALE AT THIS OFFICE—A set of Tables for finding at a glance, the true cubical contents of Excavation and Embankments for all Bases, and for every variety of Ground and Side Slopes.—By M. E. LYONS, C. E.

SHEET NO.

1. General Table for all Bases	13. for Base 18 ft. Slop. $1\frac{1}{2}$ to 1
and all Slopes.	14. " 20 " $1\frac{1}{2}$ to 1
2. For Side Hill Utas and Fills.	15. " 24 " $1\frac{1}{2}$ to 1
3. Base 12 ft. Slopes $1\frac{1}{2}$ to 1	16. " 25 " $1\frac{1}{2}$ to 1
4. " 14 " " 26 " " 1	17. " 28 " " 1
5. " 15 " " 29 " " 1	18. " 32 " " 1
6. " 16 " " 32 " " 1	19. " 36 " " 1
7. " 17 " " 36 " " 1	20. " 40 " " 1
8. " 18 " " 40 " " 1	21. " 44 " " 1
9. " 19 " " 44 " " 1	22. " 48 " " 1
10. " 20 " " 48 " " 1	23. " 52 " " 1
11. " 21 " " 52 " " 1	24. " 56 " " 1
12. " 22 " " 56 " " 1	25. " 60 " " 1
13. " 23 " " 60 " " 1	26. " 64 " " 1
14. " 24 " " 64 " " 1	27. " 68 " " 1
15. " 25 " " 68 " " 1	28. " 72 " " 1
16. " 26 " " 72 " " 1	29. " 76 " " 1
17. " 27 " " 76 " " 1	30. " 80 " " 1
18. " 28 " " 80 " " 1	31. " 84 " " 1
19. " 29 " " 84 " " 1	32. " 88 " " 1
20. " 30 " " 88 " " 1	33. " 92 " " 1
21. " 31 " " 92 " " 1	34. " 96 " " 1
22. " 32 " " 96 " " 1	35. " 100 " " 1
23. " 33 " " 100 " " 1	36. " 104 " " 1
24. " 34 " " 104 " " 1	37. " 108 " " 1
25. " 35 " " 108 " " 1	38. " 112 " " 1
26. " 36 " " 112 " " 1	39. " 116 " " 1
27. " 37 " " 116 " " 1	40. " 120 " " 1
28. " 38 " " 120 " " 1	41. " 124 " " 1
29. " 39 " " 124 " " 1	42. " 128 " " 1
30. " 40 " " 128 " " 1	43. " 132 " " 1
31. " 41 " " 132 " " 1	44. " 136 " " 1
32. " 42 " " 136 " " 1	45. " 140 " " 1
33. " 43 " " 140 " " 1	46. " 144 " " 1
34. " 44 " " 144 " " 1	47. " 148 " " 1
35. " 45 " " 148 " " 1	48. " 152 " " 1
36. " 46 " " 152 " " 1	49. " 156 " " 1
37. " 47 " " 156 " " 1	50. " 160 " " 1
38. " 48 " " 160 " " 1	51. " 164 " " 1
39. " 49 " " 164 " " 1	52. " 168 " " 1
40. " 50 " " 168 " " 1	53. " 172 " " 1
41. " 51 " " 172 " " 1	54. " 176 " " 1
42. " 52 " " 176 " " 1	55. " 180 " " 1
43. " 53 " " 180 " " 1	56. " 184 " " 1
44. " 54 " " 184 " " 1	57. " 188 " " 1
45. " 55 " " 188 " " 1	58. " 192 " " 1
46. " 56 " " 192 " " 1	59. " 196 " " 1
47. " 57 " " 196 " " 1	60. " 200 " " 1
48. " 58 " " 200 " " 1	61. " 204 " " 1
49. " 59 " " 204 " " 1	62. " 208 " " 1
50. " 60 " " 208 " " 1	63. " 212 " " 1
51. " 61 " " 212 " " 1	64. " 216 " " 1
52. " 62 " " 216 " " 1	65. " 220 " " 1
53. " 63 " " 220 " " 1	66. " 224 " " 1
54. " 64 " " 224 " " 1	67. " 228 " " 1
55. " 65 " " 228 " " 1	68. " 232 " " 1
56. " 66 " " 232 " " 1	69. " 236 " " 1
57. " 67 " " 236 " " 1	70. " 240 " " 1
58. " 68 " " 240 " " 1	71. " 244 " " 1
59. " 69 " " 244 " " 1	72. " 248 " " 1
60. " 70 " " 248 " " 1	73. " 252 " " 1
61. " 71 " " 252 " " 1	74. " 256 " " 1
62. " 72 " " 256 " " 1	75. " 260 " " 1
63. " 73 " " 260 " " 1	76. " 264 " " 1
64. " 74 " " 264 " " 1	77. " 268 " " 1
65. " 75 " " 268 " " 1	78. " 272 " " 1
66. " 76 " " 272 " " 1	79. " 276 " " 1
67. " 77 " " 276 " " 1	80. " 280 " " 1
68. " 78 " " 280 " " 1	81. " 284 " " 1
69. " 79 " " 284 " " 1	82. " 288 " " 1
70. " 80 " " 288 " " 1	83. " 292 " " 1
71. " 81 " " 292 " " 1	84. " 296 " " 1
72. " 82 " " 296 " " 1	85. " 300 " " 1
73. " 83 " " 300 " " 1	86. " 304 " " 1
74. " 84 " " 304 " " 1	87. " 308 " " 1
75. " 85 " " 308 " " 1	88. " 312 " " 1
76. " 86 " " 312 " " 1	89. " 316 " " 1
77. " 87 " " 316 " " 1	90. " 320 " " 1
78. " 88 " " 320 " " 1	91. " 324 " " 1
79. " 89 " " 324 " " 1	92. " 328 " " 1
80. " 90 " " 328 " " 1	93. " 332 " " 1
81. " 91 " " 332 " " 1	94. " 336 " " 1
82. " 92 " " 336 " " 1	95. " 340 " " 1
83. " 93 " " 340 " " 1	96. " 344 " " 1
84. " 94 " " 344 " " 1	97. " 348 " " 1
85. " 95 " " 348 " " 1	98. " 352 " " 1
86. " 96 " " 352 " " 1	99. " 356 " " 1
87. " 97 " " 356 " " 1	100. " 360 " " 1
88. " 98 " " 360 " " 1	101. " 364 " " 1
89. " 99 " " 364 " " 1	102. " 368 " " 1
90. " 100 " " 368 " " 1	103. " 372 " " 1
91. " 101 " " 372 " " 1	104. " 376 " " 1
92. " 102 " " 376 " " 1	105. " 380 " " 1
93. " 103 " " 380 " " 1	106. " 384 " " 1
94. " 104 " " 384 " " 1	107. " 388 " " 1
95. " 105 " " 388 " " 1	108. " 392 " " 1
96. " 106 " " 392 " " 1	109. " 396 " " 1
97. " 107 " " 396 " " 1	110. " 400 " " 1
98. " 108 " " 400 " " 1	111. " 404 " " 1
99. " 109 " " 404 " " 1	112. " 408 " " 1
100. " 110 " " 408 " " 1	113. " 412 " " 1
101. " 111 " " 412 " " 1	114. " 416 " " 1
102. " 112 " " 416 " " 1	115. " 420 " " 1
103. " 113 " " 420 " " 1	116. " 424 " " 1
104. " 114 " " 424 " " 1	117. " 428 " " 1
105. " 115 " " 428 " " 1	118. " 432 " " 1
106. " 116 " " 432 " " 1	119. " 436 " " 1
107. " 117 " " 436 " " 1	120. " 440 " " 1
108. " 118 " " 440 " " 1	121. " 444 " " 1
109. " 119 " " 444 " " 1	122. " 448 " " 1
110. " 120 " " 448 " " 1	123. " 452 " " 1
111. " 121 " " 452 " " 1	124. " 456 " " 1
112. " 122 " " 456 " " 1	125. " 460 " " 1
113. " 123 " " 460 " " 1	126. " 464 " " 1
114. " 124 " " 464 " " 1	127. " 468 " " 1
115. " 125 " " 468 " " 1	128. " 472 " " 1
116. " 126 " " 472 " " 1	129. " 476 " " 1
117. " 127 " " 476 " " 1	130. " 480 " " 1
118. " 128 " " 480 " " 1	131. " 484 " " 1
119. " 129 " " 484 " " 1	132. " 488 " " 1
120. " 130 " " 488 " " 1	133. " 492 " " 1
121. " 131 " " 492 " " 1	134. " 496 " " 1
122. " 132 " " 496 " " 1	135. " 500 " " 1
123. " 133 " " 500 " " 1	136. " 504 " " 1
124. " 134 " " 504 " " 1	137. " 508 " " 1
125. " 135 " " 508 " " 1	138. " 512 " " 1
126. " 136 " " 512 " " 1	139. " 516 " " 1
127. " 137 " " 516 " " 1	140. " 520 " " 1
128. " 138 " " 520 " " 1	141. " 524 " " 1
129. " 139 " " 524 " " 1	142. " 528 " " 1
130. " 140 " " 528 " " 1	143. " 532 " " 1
131. " 141 " " 532 " " 1	144. " 536 " " 1
132. " 142 " " 536 " " 1	145. " 540 " " 1
133. " 143 " " 540 " " 1	146. " 544 " " 1
134. " 144 " " 544 " " 1	147. " 548 " " 1
135. " 145 " " 548 " " 1	148. " 552 " " 1
136. " 146 " " 552 " " 1	149. " 556 " " 1
137. " 147 " " 556 " " 1	150. " 560 " " 1
138. " 148 " " 560 " " 1	151. " 564 " " 1
139. " 149 " " 564 " " 1	152. " 568 " " 1
140. " 150 " " 568 " " 1	153. " 572 " " 1
141. " 151 " " 572 " " 1	154. " 576 " " 1
142. " 152 " " 576 " " 1	155. " 580 " " 1
143. " 153 " " 580 " " 1	156. " 584 " " 1
144. " 154 " " 584 " " 1	157. " 588 " " 1
145. " 155 " " 588 " " 1	158. " 592 " " 1
146. " 156 " " 592 " " 1	159. " 596 " " 1
147. " 157 " " 596 " " 1	160. " 600 " " 1
148. " 158 " " 600 " " 1	161. " 604 " " 1
149. " 159 " " 604 " " 1	162. " 608 " " 1
150. " 160 " " 608 " " 1	163. " 612 " " 1
151. " 161 " " 612 " " 1	164. " 616 " " 1
152. " 162 " " 616 " " 1	165. " 620 " " 1
153. " 163 " " 620 " " 1	166. " 624 " " 1
154. " 164 " " 624 " " 1	167. " 628 " " 1
155. " 165 " " 628 " " 1	168. " 632 " " 1
156. " 166 " " 632 " " 1	169. " 636 " " 1
157. " 167 " " 636 " " 1	170. " 640 " " 1
158. " 168 " " 640 " " 1	171. " 644 " " 1
159. " 169 " " 644 " " 1	172. " 648 " " 1
160. " 170 " " 648 " " 1	173. " 652 " " 1
161. " 171 " " 652 " " 1	174. " 656 " " 1
162. " 172 " " 656 " " 1	175. " 660 " " 1
163. " 173 " " 660 " " 1	176. " 664 " " 1
164. " 174 " " 664 " " 1	177. " 668 " " 1
165. " 175 " " 668 " " 1	178. " 672 " " 1
166. " 176 " " 672 " " 1	179. " 676 " " 1
167. " 177 " " 676 " " 1	180. " 680 " " 1
168. " 178 " " 680 " " 1	181. " 684 " " 1
169. " 179 " " 684 " " 1	182. " 688 " " 1
170. " 180 " " 688 " " 1	183. " 692 " " 1
171. " 181 " " 692 " " 1	184. " 696 " " 1
172. " 182 " " 696 " " 1	185. " 700 " " 1
173. " 183 " " 700 " " 1	186. " 704 " " 1

BOONTON IRON WORKS.

PATENT MACHINE FORGED

BOLTS AND NUTS.

WE are now manufacturing these goods at our Works at Boonton, N. J.—In the manufacture of the Nuts, the patented device of the "Double Punch," viz, two punches operating from opposite sides towards the centre of the Nut, forces into the body of the Nut most of the Iron which in all other processes is punched out, and also condenses the Iron around the Bolt hole, thus ensuring the greatest strength in the Screw Thread, and making a Nut **SUPERIOR TO ANY** made by hand or the ordinary machine processes. In size they are made according to the standard approved and adopted by our best Machinists and Engine Builders. The mode of making Bolts is such as to produce an upset solid head, perfectly true on all sides, and of uniform size. The Iron used is of our own manufacture, and we guaranty it of superior quality.

We invite consumers to make trial of them, and will furnish **SAMPLES** and **PRICE LIST** on application.

FULLER, LORD & CO.,
137 & 139 GREENWICH ST.,
NEW YORK.

JOHN A. CRISWOLD & CO.,
TROY, N. Y.

J. A. CRISWOLD. E. CORNING. E. CORNING, Jr. CHESTER CRISWOLD.
Proprietors of the

Rensselaer Iron Works, Bessemer Steel Works, Fort Edward Blast Furnace, and Columbia Blast Furnace.

Manufacturers of

Pig Iron, Rail Road Iron, Merchant and Ship Iron,
BESSEMER STEEL RAILS, AXLES, TYRES,
Shafting, Plates and Steel Forgings of all Descriptions.



E. LYON,
470 GRAND STREET, NEW YORK,



MANUFACTURER of Patent Portable Hydraulic Jacks and Punches, for raising Heavy Weights, such as Locomotives, Boilers, Guns, Heavy Machinery, Wrecking Purposes, Putting together Water and Gas Pipes, Pushing off Cranks and Propellers, Pulling, Proving Chains and Ropes, Setting up Rigging, or Pulling Stumps, Punching Iron, Die-Sinking, etc. Improved Patent Hydraulic Jacks, that run out their entire length in a Horizontal or any other position. Send for Circular.

COTTON CAR DUCK.
BEST 4 PLY, 100 TO 140 INCHES,
FOR CAR ROOFS.
For Sale by
WILLIAMS, PAGE & CO.,
91 Water St., Boston.

CARRIAGE FACTORY
BREWSTER & BALDWIN,
65 East 25th St.,

Near Third Avenue,
REPOSITORY, 786 and 788 BROADWAY,
Invite the inspection of any persons in want of and appreciating

FIRST CLASS CARRIAGES.

Their designs are entirely original and elegant, and their work has no superior. The use of the celebrated

BESSEMER STEEL,

for axles and tires upon all their work, is an important feature in its construction.

ARCHITECTURAL IRON WORKS,
Fourteenth st., between Av. B. & C.,
New York.

D. D. BADGER, President. N. CHENEY, Vice Pres.

Fire Proof Buildings

Of every description, and every kind of
IRON WORK & BUILDING PURPOSES,

ALSO

IRON BRIDGES.

PHELPS, DODGE & CO.,
Importers of Metals,
AND RUSSIA SHEET IRON,
NOS. 19 AND 21 CLIFF STREET, NEW YORK.

OFFER FOR SALE:

Tin Plates of every description. Terne Plate for Roofing.
Sheet Iron, R. G., 12 to 18. Sheet Iron, Nos. 12 to 18.
Russia Sheet Iron. Galvanized Sheet Iron.
Sheet Zinc and Spelter. Iron Ware.
Block Tin, Banca and Straits. Pig and Bar Lead.
Sheet Brass Kettles. Regulus Antimony.
Sheathing Copper. Copper Bottoms.
Extra-sized sheets Copper. Braziers' and Bolt Copper.
Rivets, Nails, Bars, etc.
Mailed to order.

EDWARD P. BIGELOW,
Iron Broker,

In New and Old Rails,
Fish Bars, Bolts and Nuts,
Chairs and Spikes,
Car Wheels and Axles,
Steel and Iron Tyre,
Pig, Bar and Scrap Iron, Etc. Etc.
Sole Agent for Hatfield's Juniata Boiler Iron,
THE SAMPSON CAR WHEEL CO.,
48 Pine Street, N. Y.
Orders for Old Rails promptly filled.

MERRICK & SONS,
SOUTHWARK FOUNDRY,
430 WASHINGTON AV.,
PHILADELPHIA,

MANUFACTURE

Steam Engines—High and low pressure, for land, river, and marine service; Horizontal, Beam, and Vertical. Patterns on hand for 6x10, 14x12, 18x12, Oscillating; compact and cheap.

SOLE MANUFACTURERS IN PHILADELPHIA AND CHESTER OF WILLIAM WRIGHT'S PATENT VARIABLE CUT-OFF STEAM-ENGINES.

Boilers—Plain cylinder, flue, and tubular.

Steam-Hammers, of Nasmyth & Davy patterns, with all the recent improvements.

Strahan's Drill Grinding Rest and Twist Drill-Holder.

Castings—Loam, dry, and green sand, brass, &c.
Roofs—Iron frames for covering with slate or iron—neat, durable, and economical.

Gas-Holders of every description. *Builders of Holders for the Philadelphia Gas-Works of 100 and 160 feet diameter.*

Tanks of every form, for sugar estates, refineries, oil, &c. Gas Machinery of every description, including Boilers, Bench-castings, Holders and Frames, Purifiers, Coke and Charcoal Barrows, Gas-Valves, Governors, Hoisting Machines, &c.

Manufacturers for the American Meter Company of their Patent Dry Center Valve for changing Purifiers.

Bartol's Patent Wrought Iron Retort-lid, durable, light and cheap.

Sugar Machinery, such as Vacuum Pans and Pumps, Defecators, Bone-Black and Bag Filters, Bone-Black Burners, Washers, and Elevators, Hydraulic Elevators, Sugar and Bone-black Cars, Strike Heaters, Open Steam Trains, &c.

Sole Assignees and Manufacturers in the United States of Weston's Patent Self-centering Self-balancing Centrifugal Sugar-Draining Machine.

Glass & Bartol's improvement on Aspinwall & Woolsey's Centrifugal Sugar-Draining Machines.

N. Billieux's Patent Sugar-Bolting Apparatus, applicable to Beet-Root and Cane Sugar.

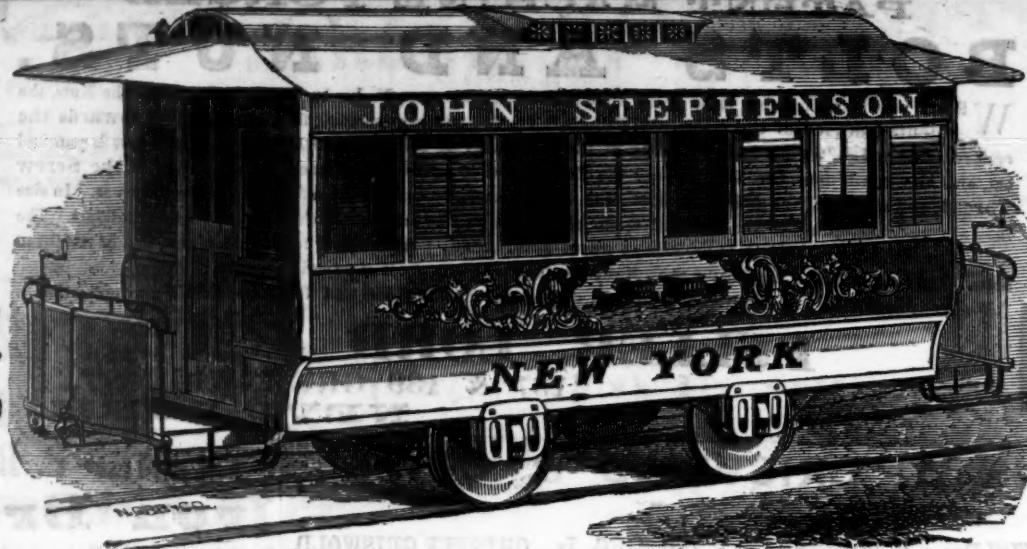
Having had twenty years' experience in the manufacture of Sugar Machinery for Cuba, South America, and the United States, they are prepared to contract for the design and erection of apparatus for making Sugar from Beet-Root or Cane, and for Refineries for either Sugar or Molasses.

They are also in possession of plans of the most recent improvements in machinery used in France and Germany in the manufacture of Beet-Root Sugar.

AMERICAN RAILROAD JOURNAL.

CARS

FOR
TWO HORSES
COMBINING
ALL
Valuable Inventions,
ELEGANT
STYLE.
Light & Durable,
Full Size
AND
REDUCED
WEIGHT



CARS

FOR
ONE HORSE,
WITH or WITHOUT
Platforms,
OR TO
SWING ON TRUCKS.
EVERY
STYLE AND
VARIETY
OF
CONSTRUCTION.

47 EAST 27TH STREET.

This Establishment commenced building STREET CARS in 1832, and is famed for superior ELEGANCE of workmanship and SUBSTANTIAL practical results.

Its location, in the PORT of NEW YORK, is most favorable for shipments, and its CARS, CONSTRUCTED in SECTIONS, may be ENTIRELY COMPLETED before being packed for transportation.

Wrought Iron Beams & Girders.
THE UNION IRON MILLS
PITTSBURG, PA.

The attention of Engineers and Architects is called to our Improved Wrought Iron

BEAMS & GIRDERS, (Patented.)

In which the compound welds between the stem and flanges, which have proved so objectionable in the old mode of manufacturing, are entirely avoided. We are prepared to furnish ALL SIZES, at terms as favorable as can be obtained elsewhere. For descriptive Lithographs, address

The UNION IRON MILLS, Pittsburg, Pa.

Safety Railroad Switch

MAIN TRACK UNBROKEN.

I AM NOW PREPARED TO FURNISH RAILROADS throughout the United States with my Patent Railroad Switches, by the use of which the MAIN TRACK IS NEVER BROKEN, and it is impossible for any accident to occur from the misplacement of switches.

The saving in rails, and the great saving in the wear of rolling stock, which is by this means provided with a level smooth and firm track at switches, in place of the usual movable rails, and the consequent severe blows caused by the open joints and battered ends, is a matter deserving the especial attention of all railroad companies.

AS A MATTER OF ECONOMY ALONE this invention needs only to be tried to insure its adoption; but beyond the economy THE PERFECT IMMUNITY FROM ACCIDENT caused by misplaced switches is a subject not only of importance in respect to property saved from destruction, but it concerns *The Life and Limb of all Travelers upon Railroads.*

I refer to the Philadelphia and Reading Railroad Company, and to the New York and Harlem Railroad Company. I am now filling orders for various other Railroad Companies, and I will gladly give any information in detail that may be desired.

W.M. WHARTON, Jr., Patentee,
Box No. 2745 Philadelphia, Pa.
Office, No. 28 S. Third street Philadelphia. Factory, Walnut street, above Thirty-first street, Philadelphia.

HARRISBURG
Car Manufacturing Co.,

HARRISBURG, PENNSYLVANIA,
MANUFACTURE

Passenger, Mail, Baggage, Box,
Gondola, Coal, and all
Other Kinds of

RAILROAD CARS;

Railroad Car Wheels and Castings;
Bridge and Rolling Mill Cast-
ings; Bridge Rods Bolts,

—AND—

RAILROAD FORGINGS.

W. T. HILDREUP, Superintendent.

WILLIAM CALDER, President.

LAWRENCE CEMENT.
WARRANTED OF SUPERIOR QUALITY.

MADE AND SOLD BY

THE ROSENDALE CEMENT CO.,

Office No. 104 Wall Street,
(Corner Front,) New York.

E. F. HAVENS, Secretary.

F. O. NORTON,
MANUFACTURER OF
ROSENDALE CEMENT,

Equal in quality to any manufactured in the United States. Put up in superior barrels, well lined with strong paper. Apply to or address

F. O. NORTON,
91 Wall street, New York.

LAWRENCEVILLE
CEMENT COMPANY.

ROSENDALE
HYDRAULIC CEMENT.

This Company Manufacture Hydraulic Cement of a Superior quality at Rosendale, Ulster County, New York. This Brand of Cement has been extensively used for past years upon Fortifications and Government Works, giving universal satisfaction, meeting the approval of our best Architects, Engineers, Contractors and Builders.

It is put up in substantial barrels, made by the Company, thoroughly seasoned and well papered, containing 300 lbs. of Cement.

All orders will receive prompt attention.

WM. N. BEACH, Pres't,
96 Wall Street, New York.

DELAFIELD & BAXTER'S,
Late OGDEN & DELAFIELD,
ROSENDALE CEMENT.

We are prepared to enter into arrangements for supplying our CEMENT for public works, or other purposes. We warrant it equal in every respect to any manufactured in this country. It attains a great degree of hardness, sets immediately under water, and is a superior article for masonry coming in contact with water, or requiring great strength.

For sale in tight barrels, well papered, on application at the office, by **DELAFIELD & BAXTER, 104 Wall st.**

The above CEMENT is used in most of the fortifications building by government.

OXFORD IRON COMPANY,
OXFORD, N. J.,
MANUFACTURE

CUT NAILS, CUT SPIKES
AND
RAILROAD SPIKES,

Of every variety & size, and of Superior Quality & Finish.

HOLDEN, HOPKINS & STONES,
AGENTS,
104 & 106 John Street, New York.

TREDEGAR COMPANY,

JOSEPH R. ANDERSON, President.

JOHN F. TANNER, Vice-President.

The Tredegar Company of Richmond, Va., (Successor to J. R. Anderson & Co.) continue to Manufacture at their Works, **RAILS** of any required section, including **STREET RAILS**; **PATENT ROLLED CONTINUOUS LIP CHAIRS**; **RAILROAD** and **BOAT SPIKES**; **RAILROAD AXLES**; **FISH PLATES**, with Bolts and Nuts for same; **IRONS** complete for Fink's, Bellman's, or Howe Truss Bridges; **RAILROAD CARS**; **TRUCKS** of any desired pattern ready for the Car bodies; **NAILS** and **CUT SPIKES**; **Best Charcoal BAR IRON**, of high tensile strength; **CASTINGS**, including the heaviest descriptions of Iron and Brass; **MARINE** and **STATIONARY ENGINES** of all sizes.

The great capacity of the Tredegar Iron Works—*some 30,000 tons per annum*, their location on tide-water, in the midst of the rich Coal and Iron deposits of Virginia, their unequalled advantages for shipment by Rail, Steamer or Sail Vessel, without interruption during any part of the year, and an active experience of thirty years, enable the Proprietors to guarantee the promptest and most economical execution of orders, which are solicited from all parts of the United States. Address

TREDEGAR COMPANY, Richmond, Va.,

Or at their Office, 60 Broadway, New York.

WROUGHT IRON PIPE
For Steam, Gas and Water.

Every variety of Fittings

FOR STEAM AND GAS WORKS,
Steam and Gas Fitters' Tools

Of the most Improved Kind.

IRON AND BRASS CASTINGS

Of every Description.

JAS. J. WALWORTH & CO.,
18 Devonshire st.,
Boston.J. B. JAMES'
Rosendale Cement Works,

Manufacture a superior quality of **ROSENDALE** and **HUDSON RIVER CEMENT**, (equal to any) from his quarries at Rosendale and Creek Locks, put up in well seasoned barrels, well papered. Address

J. B. JAMES,
29 Cedar street, New York.HUDSON RIVER
CEMENT WORKS,
KINGSTON, NEW YORK,

(LATELY AT JERSEY CITY, N. J.)

ARE NOW PREPARED TO FURNISH, AT THE shortest notice, on the most reasonable terms, Hydraulic Rosendale Cement of a fine and superior quality. This Cement is manufactured at the Works located on the West bank of the Hudson River at Kingston, N. Y., from a superior select quality of Cement Stone taken from our celebrated and extensive quarries at Creek Locks, Town of Rosendale, Ulster County, N. Y., and has been extensively used during the past 18 years. It is recommended in all important building operations where strength, durability, resistance to the atmosphere and to action of sea and fresh water are required.

Its power to resist compression and bear strain, its Hydraulic character and hardness, renders it peculiarly adapted to the construction of Harbors, Docks, Piers, Foundations, External Walls, Floors of Houses, Mines, Facings, &一切 Building, Towers, Sinks, Reservoirs, Canal Walling, Breakwaters, Stuccoing, Arches, Sewerage and Water Pipe, and for many other purposes.

With these properties, it is submitted to the attention of Engineers, and to Contractors and others interested in works requiring stability.

It has the unqualified approbation of the most eminent Architects, Engineers, Contractors and Builders in America, being used in almost every department of the works under Government.

We have ample facilities for manufacturing 600 barrels per day, with a dock front of 500 feet, and sufficient depth of water to load the largest class vessels, which can come to our dock without extra towing or delay. Cement delivered at the Works, or in New York City.

Our Cement is put up in new strong barrels, in good shipping order. The barrels will be branded, "HUDSON RIVER CEMENT WORKS, ROSENDALE [A] CEMENT, Office No. 95 Liberty St., New York."

J. H. BUTTS, Agent.

Office No. 95 Liberty St., N. Y.

RICHARD B. OSBORNE,
CIVIL ENGINEER,
No. 431 Walnut street, Philadelphia.LOW MOOR WELDLESS
STEEL TYRES,

MORE RELIABLE

THAN ANY OTHER STEEL TYRE OFFERED.

Furnished at 3 days' notice.

W. BAILEY, LANG & CO., 54 Cliff street, New York.
9 Liberty Square, Boston.THE ROGERS
Locomotive & Machine
WORKS.

PATERSON, N. J.,

HAVING extensive facilities, are now prepared to furnish promptly of the best and most approved description, either

COAL OR WOOD BURNING
LOCOMOTIVE ENGINES,
AND OTHER VARIETIES OF

RAILROAD MACHINERY.

J. S. ROGERS, Pres.
R. S. HUGHES, Sec'y.
WM. S. HUDSON, Sup't.H. A. ALLEN, Treasurer,
44 Exchange Place, New York.THE
BAY STATE IRON CO.

Offer for sale their superior

RAILROAD IRON, FLANGING IRON,

Boiler Iron, Ship Iron, Tank Iron, Gas-Pipe Iron, Pig Iron, Shafting Iron, Angle Iron, Bar Iron, Boiler Rivets, Tank Rivets, and Small Iron and Copper Rivets, which they have constantly on Hand, or Manufacture Promptly to Order.

Also "Union" Solid Wrought Iron Beams & Channel Iron.

THE
TAUNTON LOCOMOTIVE
MANUFACTURING COMPANY,
TAUNTON, MASS.,

HAVING large facilities, and having had a long experience in the business, are prepared to furnish

LOCOMOTIVES,
EITHER FOR BURNING WOOD OR COAL,
OF THE MOST APPROVED CONSTRUCTION.ALSO ALL KINDS OF
RAILROAD MACHINERY,
STATIONARY ENGINES AND BOILERS,
SUGAR MILLS, SHAFTING, ETC.HARRISON TWEED,
Agent and Treasurer.
P. I. PERRIN, Sup't.Locomotive Engines.
DANFORTH, COOK & CO.,

PATERSON, N. J.,

HAVING erected an extensive Shop, with the most approved Machinery and Tools, are prepared to execute orders for the various classes of Freight and Passenger Locomotive Engines and Tenders, in the best manner and on the most favorable terms.

Also, Stationary Engines, and the various Tools suitable for furnishing Repair Shops.

The business of Machine making, heretofore carried on by Charles Danforth & Co., is continued by the present firm, and all orders will receive prompt attention.

Harrington & Haskins,
MANUFACTURERS OF
ENGINE LATHES,

Of the latest and most approved styles.
Factory—Northwest cor. of 15th st. & Penn-
sylvania Ave., (late Willow st.,)
PHILADELPHIA.

ALBERT BRIDGES,
Successor to **BRIDGES & LANE,**
MANUFACTURER AND DEALER IN:
RAILROAD AND CAR
FINDINGS
AND MACHINERY
OF EVERY DESCRIPTION,
46 COURTLANDT,
Near Greenwich Street, NEW YORK.

RAILROAD AXLES, WHEELS AND CHAIRS,
SPIKES, BOLTS, NUTS, WASHERS,
CAR, SHIP AND BRIDGE BOLTS,
IRON FORGINGS OF VARIOUS KINDS, Etc., Etc.
STEEL AND RUBBER SPRINGS,
LOCOMOTIVE AND HAND LANTERNS,
PORTABLE FORGES AND JACK SCREWS,
COTTON DUCK FOR CAR COVERS,
BRASS AND SILVER TRIMMINGS.



Fine Jewelry & Silverware.

BENEDICT BROTHERS,
Up-Town, New Store,
No. 691 BROADWAY,
Between Amity and Fourth- Streets.

BENEDICT BROTHERS 171 Broadway;
BENEDICT BROTHERS, Brooklyn, 234 Fulton St.
Sale Agents for the Remonstrant Church Clocks. Also
Agents for the American Waltham Watches.

The "BENEDICT'S TIME WATCH,"

Having proved an exact time-keeper, we confidently re-
commend it to those wishing to keep the correct time, and
in order to introduce it throughout the country we offer
to send it free of express charges at the following prices.
6 grades, \$120, \$180, \$240, \$300, in 18 carat gold cases.
Address,

BENEDICT BROTHERS,
Up-Town, New Store,
691 BROADWAY.

A. WHITNEY & SONS
CAR WHEEL WORKS,

Callowhill & Sixteenth Sts.,

PHILADELPHIA, PENN.,
FURNISH CHILLED WHEELS for Cars, Trucks, and
Lodgers. CHILLED DRIVING WHEELS and TIRES
for Locomotives. ROLLED and HAMMERED AXLES
WHEELS and AXLES FITTED COMPLETE.

SCHOOL OF MINES,
COLUMBIA COLLEGE,
East 49th Street, NEW YORK.

FACULTY:

F. A. P. BARNARD, S. T. D., LL. D., President.
T. EGLESTON, Jr., E. M., Mineralogy and Metallurgy.
FRANCIS L. VINTON, E. M., Mining Engineer.
C. F. CHANDLER, Ph. D., Analytical and Applied
Chemistry.

JOHN TORREY, M. D., LL. D., Botany.
CHARLES A. JOY, Ph. D., General Chemistry.
WILLIAM G. PECK, LL. D., Mining Surveying.
JOHN H. VAN AMRINGE, A. M., Mathematics.
OGDEN N. ROOD, A. M., Mechanics and Physics.
JOHN S. NEWBERRY, M. D., Geology.

The plan of this School embraces a three-years' course
for the degree of **ENGINEER OF MINES**, or **BACHELOR OF PHILOSOPHY**.

For admission, candidates for a degree must pass an examination in Arithmetic, Algebra, Geometry and Plain Trigonometry. Persons not candidates for degrees are admitted without examination, and may pursue any or all of the subjects taught. The next session begins October 7th, 1867. The examination for admission will be held on October 2d. For further information, and for catalogues
apply to

DR. C. F. CHANDLER,
Dean of the Faculty.

GEO. M. FREEMAN.
RAILROAD
SUPPLIES,
No. 125 WALNUT STREET,
PHILADELPHIA.

Railroad Materials, Locomotive and Car Findings,
MACHINERY AND MACHINISTS' TOOLS,
MINERS' TOOLS, ETC.
COTTON WASTE.
WHITE AND YELLOW CAR GREASE,
LOCOMOTIVE BRASS WORK,
Baggage Checks, Barrows, etc., etc.,
RAILROAD LANTERNS, SIGNAL LIGHTS,
STEAM GAUGES, COCKS AND WHISTLES,
INDIA RUBBER HOSE PACKINGS, ETC.
LANTERNS OF ALL DESCRIPTIONS,
ENGINE, STATION, AND SIGNAL BELLS,
Superior Car Upholstery, etc., etc.
AGENCY OF THE KEROSENE OIL COMPANY.

Orders solicited, promptly filled, and forwarded with despatch and care at the manufacturers' lowest prices.

SCOTCH PIG IRON.
ALL THE APPROVED BRANDS OF
NO. 1 SCOTCH PIG IRON.
In Yard, on Dock and to Arrive,
In Lots to Suit Purchasers. Apply to
HENDERSON BROTHERS,
6 Bowling Green,
New York.

WATCHES.
TIFFANY & CO.,
550 and 552 Broadway,

Solicit attention to their Timing Watches, known as the
"TIFFANY & CO., TIMERS."

These watches, for Railroad, Engineering, Racing, Gun-
nery, and Scientific purposes, are superior to any yet
offered, and the arrangement of the stop is such as to note
time to the nicely of one-fourth or one-fifth of a second, in
such manner as to prevent the possibility of error in the
calculation.

The following named gentlemen, having bought "Timers"
and found them to be perfectly satisfactory, have kindly
allowed Tiffany & Co. to refer to them:

Amasa Sprague, Joseph McPherson, August Belmont,
Frank Squire, Geo. G. Haven, B. W. Gibbs,
J. C. Griswold, B. H. Bixby, O. N. Cutler,
Leon. W. Jerome, George Osgood, S. D. Bradford,
Wm. M. Ryndyk, W. M. Tilden, J. V. Brokaw,
Wm. F. Sherley, A. P. Spencer, C. A. Grymes,
and others.

Tiffany & Co., have also a full assortment of watches of
all desirable sizes and styles, of the same quality and finish
as the first mentioned, in addition to their usual stock of
Frothsham's and Jurgensen's.

Particular care and attention given to the repairing and
adjusting of fine watches.

TIFFANY & CO., House in Paris,
550 and 552 Broadway. **TIFFANY, REED & CO.**

"Important to Railroad Companies."
SAFETY,
EFFICIENCY,
DURABILITY,
ECONOMY;

All Combined in the Safety Truck, for Locomotive Engines;
Tested by ten years' use; Perfected by the best
Engineering Skill in this Country and in England; Secured
by Six Letters Patent; Adopted by Sixty-four Railroads;
Between Five and Six Hundred in Operation in the United
States; Extensively introduced in Nine Foreign Countries;
Approved by Leading Locomotive Builders, Master
Mechanics and Locomotive Engineers; Should be Universally
Adopted.

Address "THE LOCOMOTIVE ENGINE SAFETY
TRUCK CO," 46 Cortlandt St, New York.

A. F. SMITH, President.
ALBERT BRIDGES, Treas. & Agent.

JUNCTION

Car Works & Flue Mill,
22d and Walnut Streets,
PHILADELPHIA.

W.C. ALLISON & SONS
Manufacturers of all descriptions of
RAILROAD CARS

Wheels, Axles, Springs, all kinds of Forgings,
Bridge Bolts, Washers, Castings, and General
Railroad Supplies, furnished to order.

LAP WELDED BOILER FLUES
Manufactured of a superior quality of American Charcoal
Iron.

OIL WELL TUBES & CASING.
WROUGHT IRON WELDED PIPE,
For Gas, Steam and Water.

Valves, Cocks, and all kinds of Brass Work; Cast Malleable
and Wrought Iron Fittings; Gas & Steam Fitters' Tools, &c.

Universal Exposition, Paris, 1867.



STEINWAY & SONS
TRIUMPHANT,

Having been Awarded

The FIRST GRAND GOLD MEDAL

for American Grand, Square, and Upright Pianos:
this Medal being distinctly classified *first* in order of
Merit, over all other American exhibitors, and over
more than 400 Pianos entered by nearly all the cele-
brated manufacturers of Europe.

In proof of which the following

OFFICIAL CERTIFICATE
of the President and Members of the International
Jury on Musical Instruments (Class X) is subjoined:

PARIS, July 20, 1867.

I certify that the First Gold Medal for American
Pianos has been unanimously awarded to Messrs.
Steinway by the Jury of the International Exposition.
First on the list in Class X.

MELINET, President of International Jury.

GEORGES KASTNER.
AMBROISE THOMAS.
ED. HANSICK.
F. A. GEVAERT.
J. SCHIEDMAYER.

Members
of the
International Jury.

This unanimous decision of the International Class
Jury, endorsed by the Supreme Group Jury, and
affirmed by the Imperial Commission, being the final
verdict of the only tribunal determining the rank of
the awards at the Exposition, places THE STEINWAY
PIANOS AT THE HEAD OF ALL OTHERS.

The "Societe des Beaux Arts,"

(Society of Fine Arts, of Paris, known throughout
Europe as one of the highest authorities on Music
and Art Matters) unanimously awarded their only
annual Testimonial Medal for 1867 to STEINWAY &
Sons for the highest degree of perfection, most val-
uable inventions, and as exhibiting the greatest pro-
gress in the art of Piano-making, above all other
exhibitors, at the Universal Exposition in Paris.

STEINWAY & SONS

Were also awarded a FIRST PRIZE MEDAL at the
great International Exhibition, London, 1862, for pow-
erful, clear, brilliant, and sympathetic tone, with ex-
cellence of workmanship as shown in Grand and
Square PIANOS, in competition with 269 Pianos from
all parts of the world.

STEINWAY & SONS, in addition to the above,
have taken thirty-five First Premiums, Gold and Sil-
ver Medals, at the principal Fairs held in this country
from the year 1853 to 1862 inclusive, since which time
they have not entered their Pianofortes at any Local
Fair in the United States.

EVERY PIANO is WARRANTED for FIVE YEARS.
Warerooms, First Floor of Steinway Hall,
Nos. 109 and 111 East Fourteenth Street,
(Between 4th Ave. and Irving Place,) NEW YORK

AMERICAN RAILROAD JOURNAL

THOMAS FIRTH & SONS,

MANUFACTURERS OF
SHEFFIELD, ENGLAND,

Manufacturers of

HAMMERED CAST STEEL LOCOMOTIVE TIRES,
CRANKS AND AXLES.

ALSO SUPERIOR CAST STEEL FOR AXES, TOOLS, SPRINGS, ETC.

ABBOTT & HOWARD, AGENTS.

81 JOHN STREET, New York.

57 KILBY STREET, Boston.

U. S. RAILROAD SCREW SPIKE COMPANY,
NO. 45 CLIFF STREET, NEW YORK,

MANUFACTURERS OF MONTIGNY'S PATENT

RAILROAD SCREW SPIKE.

HENRY YOUNG, President.

G. B. HUBBELL, Secretary.

HUBBELL & VANHOESEN,
Agents.



We respectfully call the attention of all persons engaged in the construction and management of railroads, to the double hook headed Screw Spike, for fastening rails and chairs to tie. The above cut represents the size and shape of the Screw, which weighs eight ounces. It has been thoroughly tested on the Erie, New York Central, and other Railways, from one to three years, and in every case it has stood the test satisfactorily, having performed its work perfectly.

The Screw Spike possesses the following important advantages over the common spike:

First.—They are made of the best refined Iron, and the thread, being forged (not cut), imparts additional strength and stiffness to them.

Second.—INCREASED SECURITY. The holding power of the screw is many times greater than that of the spike, and it is not liable to break nor become loosened by the jar of the cars, nor by the upward or lateral strain even in the steepest grades and sharpest curves—the holding capacity of each screw being from four to five tons, and the side pressure from three to four tons.

In three years' experience no screw has removed from its place, and the rails in every case have been held as firmly to the ties as when first put down. By its use, therefore, the numerous accidents constantly occurring from loose and broken spikes, and consequent loose and broken rails, shaky roads, and the spreading of the rails, will be obviated.

Third.—GREATER ECONOMY. In order to remove the rail it will only be necessary to reverse the screw one-quarter; and when replacing it, turn the screw back to its original position, when the rail will be held as firmly as before. The ties will thus be saved from the injury of splits, checks, and the numerous holes made in them by repeatedly drawing and replacing spikes, in which water will collect, causing their rapid decay. By the use of the screws, therefore, the durability of the ties will be greatly increased and equalized.

"I put down your Screw Spikes sixteen months ago, on a section of our road where our heaviest work is done, viz., a steep grade on the main track, three miles from Albany, one-quarter of a mile above West Albany, and they are there to-day, firm and as secure as when first put down, while the adjacent track, fastened with common spikes, has been respiked several times during that time."

Mr. E. T. MARBLE, Track Master on the Albany and Saratoga Railroad, says:

"On examining the Screw Spikes put down by me September 16th, 1863, I find they have not started either upward or sideways, that they still hold the rail to the ties as securely as when first put down; while great numbers of common spikes are loose and out of place. And on examination I find the threads are bright and clean."

Mr. E. H. DE VERNE, Track Master on the Shore Line Railroad, writes:

"Having examined and tested your Screw Spikes on our road, I feel satisfied that they are more durable, safer and more reliable than common spikes. By their use our Railroads would be perfectly safe so far as the track is concerned. Although it requires somewhat more time to drive them than it does the common spike, yet it is more than counterbalanced by their greater durability and safety, and saving of time in relaying rails. With practice and the use of proper tools, even that objection can be overcome."

Mr. A. F. SNYDER, Track Master, Albany, January, 1867, writes as follows:

"This is to certify that the screw Spikes put down on the bridge over the Hudson River at Albany, N. Y., by the U. S. R. R. Screw Spike Co., February, 1866, have done their work perfectly—holding the rails securely and firmly to the ties—not having started in the least, while the ordinary spikes, which were put down on the bridge at the same time, have, many of them, started up, and are quite loose and useless."

Mr. J. W. POTTER, Superintendent of the Cincinnati, Dayton, and Eastern Rail Road, says, January 9th, 1867:—

"The Screw Spikes manufactured by your Company have thus far given entire satisfaction, more than equaling our expectations. We have had them tested at our crossings for the past six months, and find them solid in the tie as the day they were put in. I consider them invaluable for crossings and bridges."

JAMES JEFFRIES & SONS,

MANUFACTURERS OF

LOCOMOTIVE, CAR AND TANK

SPRINGS,

PHILADELPHIA, (near of Girard House.)

REFERENCES.

J. EDGAR THOMSON, of Penna. R. R. Co., M. BAIRD & CO., A. WHITNEY & SONS, W. S. WILSON, of P., G. & N. R. R., WM. C. ALLISON, WESTMORELAND & PENN. GAS COAL CO., of Philadelphia, HARRISBURG CAR WORKS, BILLMEYER & SMALL, P. FT. W. & CHICAGO R. R., W. F. SMITH, of C. & C. R. R., A. CONGDON, of C., P. & A. R. R., Cleveland, Ohio, D. McLAREN, of C., H. & D. R. R., OHIO & MISS. R. R. of Cincinnati, SAM GILL of L. F. & L. R. R., CHAR. R. PEDDLE, T. H. & L. R. R. Co., H. GRAY, C. & N. W. R. R. Co., JOS. D. POTTS, Pres't Empire Transp. Co., FRANK W. CUMMINGS, A. & G. W. R. R., W. CUMMINGS & SON, Jersey City, WHITAKER & PHILLIPS, Toledo, MICHIGAN OAK WORKS, Detroit, BARNEY SMITH & CO., Dayton, A. B. SEEGER, of Oscaloosa R. R., H. T. PEAKE, of S. C. R. R. Co., W. M. WADLEY, Central R. R. of Georgia, DR. M. EMANUEL, Southern (Miss.) R. R., SAM TATE, Memphis & Charleston R. R., T. S. WILLIAMS, N. O., Jackson & Gt. Northern R. R., and other Southern R. R.'s which have had our springs in use for years, also to all Roads where our springs have been in use.

We will be happy to furnish a SET OF SPRINGS to such companies as may wish to try their Durability and Elasticity, by writing us the Length, Width, Curve over all, and the weight which they are to bear.

EDWIN J. HORNER,

SUCCESSOR TO

McDANIEL & HORNER,

MANUFACTURERS OF

LOCOMOTIVE AND RAILROAD

CAR SPRING,

MANUFACTURER,

WILMINGTON, DELAWARE.

WOOD, LIGHT & CO.,

MANUFACTURERS OF

ENGINE LATHES,

From 15 to 100 in. Swing, and from 6 to 30 feet long.

PLANERS.

To Plane from 4 to 30 feet long, and from 24 to 60 in. wide. Nasmyth's Steam Hammers, Gun Machinery, Mill Work, Shafting and Hangers, Patent Self-Oiling Box.

Warehouse: 107 Liberty Street, New York City. Manufactory: Junction Shop, Worcester, Mass.

WEST POINT FOUNDRY.

Paulding, Kemble & Co.

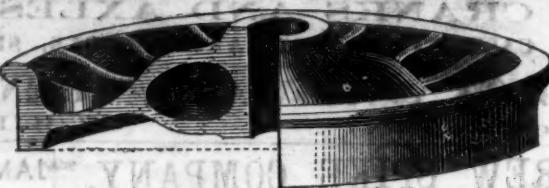
Manufacture all Kinds of Machinery—Marine and Stationary—Blowing Engines, Pneumatic, Boilers, Bridges and Piers, Rusted and Smooth-bore Cannon, Wrought and Cast Iron Work for Buildings, and for all other purposes.

Office in New York, 30 Broadway.

RAMAPO WHEEL & FOUNDRY COMPANY.

CAR WHEELS

OF
RICHMOND AND SALIS-
BURY IRONS,
Of Atwood-Washburn, and W. W.
Snow's Patents.



WORKS AT RAMAPO,
Rockland Co., N. Y.,
Line of Erie Railway.

GEO. COFFING, Pres't.
GEO. CHURCH, TREAS.
W. W. SNOW, SUPT.

W. G. HAMILTON, Agent, 24 Broadway, New-York.

Greenleaf, Norris & Co.,

BANKERS AND BROKERS,

66 EXCHANGE PLACE.

NEW YORK.

A. W. Greenleaf
John B. NorrisBenson Van Vliet
M. F. Hazen.

JOHN F. LINDSAY, JOE J. WALTON, JAMES H. LYLER.

LINDSAY, WALTON & CO.,

Successors to

WALTONS & LEONARD,

58 JOHN ST., N. Y.,

Importers and Manufacturers of

RAIL ROAD

AND
MACHINIST'S SUPPLIES.

Machinery of all kinds,
BOLTS, NUTS AND WASHERS,
SPIKES & CHAIRS,
Lanterns and Head Lights.

Copper and Iron Boiler Flues.
LINDSAY'S

PATENT SCREW WRENCH.
Steam & Water Gauges.

STEAM WHISTLES;
Agents for

MILLER'S PATENT
Lubricative (Soapstone) Packing.

Fred. Schuchardt & Sons,

BANKERS.

No. 40 Exchange Place,

NEW YORK.

Draw in sums to suit at 3 or 60 days' sight on London,
Paris, Amsterdam, Hamburg, Bremen, Cologne, Berlin,
Frankfort-on-the-Main, Zurich, &c.

ISSUE LETTERS OF CREDIT ON EUROPE.

Railway Machinery and Supplies.
L. C. TILLOTSON & CO.,
MANUFACTURERS OF RAILWAY CAR FINDINGS,
DEALERS IN

Rubber Springs, Plushes, Gilt Mouldings, Seat Springs, Car
Ventilators, Locks, Spittoons and Lamps.

UPHOLSTERERS' MATERIALS, LANTERNS, HEAD-LIGHTS, OILS,
Steam Gauges, Brass, Copper and Iron Flues, Nuts, Washers, Bolts,
Wrenches, Files, Locomotive Gongs, Steel Tire, Belting, Hose, Cotton Waste, Steam Packing,
Hydraulic Jacks, Conductors' Punches, and every description of Engine & Car Supplies.

No. 11 DEY ST., New York.

WELLS, FARGO & CO.

Capital, \$10,000,000.

Bankers and General Express Forwarders to the Pacific States and Territories, China and Japan, South and Central America, &c. Freight Agents Pacific Mail Steamship Company, and Proprietors of the Overland Line to the Pacific, carrying the Great Through Mail. Exchange for Sale on LONDON, DUBLIN, PARIS, and SAN FRANCISCO.

Telegraphic Transfers of Money to
SAN FRANCISCO
AND INTERMEDIATE POINTS.

HEDDEN, WINCHESTER & CO.,
BANKERS and BROKERS,

4 Wall st., New York.

J. Heden. L. W. Winchester
L. C. Babcock. R. M. Heden.

HUSSEY, WELLS & CO.,

MANUFACTURERS OF ALL DESCRIPTIONS OF

CAST STEEL,

Including best

REFINED STEEL for EDGE TOOLS.

Particular attention paid to the manufacture of Steel for
RAILROAD SUPPLIES.

HOMOGENEOUS PLATES,
For Locomotives, Boilers and FireBoxes; Smoke Stack Steel; Cast
Steel Forgings for Crank
Pins, Car Axles, &c.

Also, manufacturers of the celebrated brand
Hussey, Wells & Co., Cast Spring Steel,
The best in use for Elliptic Springs for Railroad Cars and
Locomotives.

OFFICE AND WORKS,
Cor. Harrison and Pike streets, 5th Ward,
PITTSBURGH, PA.

BRANCH WAREHOUSES,

30 Gold street..... NEW YORK
139 & 141 Federal street..... BOSTON.
88 Michigan Avenue..... CHICAGO.

L. P. MORTON & CO.,
Bankers, 30 Broad Street, New York.

STERLING EXCHANGE
at Sight or Sixty Days; also, Circular Notes
and Letters of Credit for Travellers'
Use, on

L. P. Morton, Burns & Co.,
(72 Old Broad Street, London)
AND THE
UNION BANK OF LONDON,
available in all the principal towns and cities of
Europe and the East.
LEVI P. MORTON. CHARLES E. MILNOR.
WALTER H. BURNS. H. CRUGER OAKLEY.

Lap-Welded Boiler Flues,
MANUFACTURED BY
GLASGOW TUBE WORKS,
CHARLES W. WHITNEY,
Sole Agent for the United States, (except California).
No. 142 Greenwich St., New York.
These Flues are guaranteed equal to any made.

WILLIAMS, PAGE & CO.'S
PASSENGER CAR LAMPS

FOR KEROSENE OR COAL OILS.

Centre Lamps for High Roof Cars.

• SIDE LAMPS AND SALOON LAMPS. •

THESE Lamps, now in use on a large number of Rail-
roads, are very neat and ornamental, and being enclosed
in a Brass Case which is firmly secured to the car, entirely
avoid the dripping of oil on Passengers
and Car Cushions.

The Light is very strong and brilliant, lighting up
the Cars so as to give them that bright and cheerful
appearance so much desired by roads for the pleasure and
comfort of their Passengers. These Lamps are strong and
durable, and are as easily taken care of as any in use. A
full sized drawing sent when requested.

The Saloon and Water Closet Lamp is the same form as
the Side Lamp, but about half the size.
Manufactured and for sale by

WILLIAMS, PAGE & CO.,
91 Water St., Boston, Mass.

American Railroad Journal.

JOHN H. SCHULTZ, Editor and Proprietor.

PUBLISHED EVERY SATURDAY AT

NO. 9 SPRUCE ST.,
NEW YORK.

SUBSCRIPTION--Five Dollars per annum.

RATES OF ADVERTISING	
PER LINE PER ANNUM.....	\$5.00
" " SIX MONTHS.....	3.00
" " THREE MONTHS.....	2.00
" " TWO MONTHS.....	1.40
" " ONE MONTH.....	.75
SINGLE INSERTION.....	.20